

Boasting is Vain—Fighting is Our Task Now.

# Manufacturers RECORD

An Exponent of American



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BALTIMORE, MAY 2, 1918

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## From Vantage Points in America Pro-Germanism Shoots in the Back with Poisoned Bullets Our Boys "Over There"

German language papers, the teaching of German in public schools, the singing in any school of German songs, should be vigorously suppressed.

The very thought of Germany and of Germany's past and future must be made so odious and hateful to all decent human beings that the word German will for generations to come carry the meaning of all that is vile and inhuman wherever heard.

The world's civilization and the strength of our moral forces demand that all that is German in name or thought or deed must be regarded from the cradle to the grave as we now think of lustful, brutish beasts, of murderers, of treacherous scoundrels, of all the vilest criminals who have sunk to the lowest depth of human rottenness.

Not to think of Germany in this way would be to prove our own moral flabbiness and our own readiness to count as a bosom friend the unrepentant outrager of womanhood and the murderer of helpless infants.

The criminal, who standing by the side of the cradle murders in cold blood the helpless infant whom God had sent to bless the earth, is not more to be despised than Germany.

The lecherous scoundrel who betrays and outrages the innocent is not more deeply sunk in sin than Germany. The murderer who, in order to enrich himself, kills the sleeping family and burns the dwelling has as his equals in foul depravity and devil-guided work millions and millions of Germans.

Germany the accursed is possessed of the devil and by the devil, and for its own financial aggrandizement murders, outrages, burns, starves, blisters unto death with its hellfire and smothers with hell-devised deadly gases millions of the very flower of our civilization.

Your boy and your neighbor's boy must stand between the women of this land and these brutish beasts—all because Germany for half a century has been training its armies and teaching its people to take whatever they wanted wherever and whenever they had the power, regardless of morality or of right and wrong.

Therefore Germany must be made odious to all the world, and no honest-hearted, pure-minded man or woman should during the life of this generation ever deal with a pro-German, ever buy or sell a German-made product, ever associate with a pro-German.

Ostracism in business and in private life should be the penalty of pro-Germanism, and he who fails to pursue this policy will show that he regards business or social ties more highly than morality and honor, and that he has no hatred of murder or lust or all the other vile crimes which have brought to the world the greatest sorrow and anguish ever known.

Let the nation therefore move with energy and unswerving determination to crush the reptile propaganda which has wormed its way into our nation and which now seeks to sink its poisoned venom into the breast that has warmed it into life.

"Locate, eliminate and exterminate" all that is pro-German in language, in thought or in deed, wherever found and under whatever guise.

We fight the most desperate, hell-devised power which humanity has ever faced, and if we show mercy it will be counted as weakness, and if we should punish not the guilty without any sentimental, neurotic ideas of morality such as those of degenerate women who write scented notes to murderers and bedeck the cells of rapists, we would cease to have any individual or national morality.

War, accursed war, war of murder, is being made against us, and we must fight to live.

We must fight Germany and pro-Germanism in whatever form they appear and utterly destroy their power for evil now in evidence throughout our country. Our beloved boys from "over there" call us to heroic work here to stand behind them and destroy those who are stabbing them in the back from vantage points in America.

Unless you have bought Liberty Bonds to the utmost limit of your ability you are not standing up to "our boys over there" nor to the Government. To the extent that you fail in this duty you are helping Germany.

# Bethlehem Steel Company

South Bethlehem, Pennsylvania

**PIG IRON:** Basic, Bessemer, Foundry, Low Phosphorus, Mayari, Ferro-Manganese, Spiegeleisen.

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# MANUFACTURERS RECORD

DEVOTED TO THE UPBUILDING OF THE NATION THROUGH THE DEVELOPMENT OF  
THE SOUTH AND SOUTHWEST AS THE NATION'S GREATEST MATERIAL ASSET

Trade-Name Registered in the U. S. Patent Office

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## AGAINST THE WALL.

(From The Outlook)

"With our backs to the wall."—Field Marshal Sir Douglas Haig, April 13, 1918.

God spare thee not, America,  
This penitential day!  
Against the wall, in Flanders,  
The nation's stand at bay;  
And thou, the strong, the mighty,  
A laggard at the fray!

God drive thee hard, America,  
So hesitant, so slow;  
God smite thee in His anger,  
And fling thee at the foe;  
The last black drops of sacrifice  
May it be thine to know!

God save thee, O America!  
The glory and the fame,  
Once thy fathers' be thy children's,  
Not thine the deathless shame  
That freedom fell in Flanders  
Calling upon thy name!

THERESA VIRGINIA BEARD.

[We believe America will have to pay in blood for its failure to meet the mighty issue started in 1914 by Germany's war upon civilization, that it will have to pay for its cowardice and its cry of peace and prosperity when it should have heard the call of duty. But we shall pay the price and save freedom on the battlefields of Flanders as we now rush forward to take the place of those whose blood was shed to save us from destruction, as well as their own countries. —EDITOR MANUFACTURERS RECORD.]

## INDICTED AND CONVICTED BY SCRIPTURE.

Proverbs, VI, 16, 17, 18, 19:

These six things doth the Lord hate; yea, seven are an abomination unto him:

A proud look, a lying tongue, and hands that shed innocent blood.

An heart that deviseth wicked imaginations, feet that be swift in running to mischief.

A false witness that speaketh lies, and he that soweth discord among brethren.

Is not "His Majesty," the Kaiser, convicted upon every one of these counts? Verily, he is.

## FROM "A BLUE JACKET."

THE MANUFACTURERS RECORD has an interesting letter from Charleston, S. C., but as no name is signed we are unable to use it. We would be glad to have "A Blue Jacket" send us his name, not for publication, but merely as a matter of reference, since the statements which he makes are interesting and deserve publication.

## A PLEDGE TO THE NATION!

FOR myself, my corporation or my firm I pledge the prompt production and delivery of the largest possible quantity of material in our departments that is or shall be required by the United States Government for the necessities of itself and its Allies, and agree that all other lines of our business shall be subordinated to this pledge, and all this in accordance with the request of the War Industries Board.

The foregoing pledge has been sent by Judge Gary, president of the American Iron & Steel Institute, to every member of that great organization, and in connection therewith Judge Gary has sent to every member the following explanatory letter:

American Iron and Steel Institute.

New York, April 26.

Dear Sir—A meeting of about fifty of the principal steel manufacturing companies, called at the request of Mr. J. L. Replogle, Director of Steel Supply, was held at my office today, at which Mr. Replogle made a strong statement of the immediate and future requirements of the Government for steel in various forms for its military necessities, stating that they are so great as to demand the entire output of the industry in almost all lines.

The manufacturers responded to Mr. Replogle's appeal for maximum production in the most patriotic spirit, and pledged themselves unanimously to give their best effort to accomplishing maximum production, subordinating all commercial business to the Government's requirements.

It is my belief that every member of the American Iron and Steel Institute will be in entire sympathy with this action and will wish to be recorded as favoring it for himself and his company. To this end there are enclosed herewith two copies of the pledge as adopted. If it is your desire to be recorded with other manufacturers, please sign one copy and return it promptly to James T. McCleary, secretary of the American Iron and Steel Institute, 61 Broadway, New York, retaining one copy for your files. It is hoped that all corporations will pledge themselves, and that in such cases the signature will be by the chief executive officer.

I confidently hope that I may within a short time be able to advise Mr. Replogle that every member of the Institute has signed this pledge.

Yours truly

E. H. GARY,  
President.

This pledge is one which should be made not only by every member of the American Iron & Steel Institute, but by every man in America. It matters not what may be his business or profession.

Every man in this country should solemnly pledge to the utmost extent of his ability, his work, whether it be of brain, of brawn, or of spirit, to aid the United States and our Allies. Every man who fails to do this is a slacker in this hour of world-war, and matches in his moral turpitude those who stood unmoved before the Cross at Calvary and witnessed the sufferings of the Saviour of mankind.

Every worker, every farmer, every manufacturer, every teacher, every clerk, every preacher, and every other man, and woman as well, in this country, should solemnly in the sight of God pledge for himself or herself to our country the prompt production and delivery of the largest possible quantity of material, whether that material be brain power, or brawn power, material force, physical force or financial force, to meet the requirements of the Government for its needs and the necessities of those of the Allies. And at the same time every one should pledge to concentrate and consecrate all of the power that is in him, latent or developed, to put the nation's needs before personal needs, and to do it voluntarily, enthusiastically and joy-

ously, thanking God for the privilege of being permitted to share in the responsibility and sacrifice in support of the great struggle of civilization to save itself from barbarism.

## CALLING TO WAR WORK THE ABLEST MEN IN AMERICA.

THE Democrat of Natchez, Miss., referring to the commandeering by the Government of Mr. Schwab in order to speed up shipbuilding, says:

Why did the Government wait so long before taking this action? It should have been apparent a year ago that only producers, organizers and directors of a certain type and rank could be depended upon to mobilize the country's resources and avoid blunders, waste of precious time and confusion of counsel. Patriotic men of affairs have warned the Government from the first against the policy of employing small men where the biggest men available were indispensable. But—better late than never.

The question of the Democrat is a proper one. It has been asked by thousands of others. We only know that men who are in close touch with the situation were staggered by the fearful delays which they saw in evidence everywhere and by the incompetence of many who were failing to measure up to a conception of the tremendous task upon which the life of this nation hangs. We think a part of this was due to the fact that Washington did not itself recognize the magnitude of the job.

We had so long depended for our safety upon the armies and navies of our Allies that many of our people felt that we could continue to cowardly hide behind their battlefields and armies and save ourselves from having to enter the struggle. And then many thought that when we entered the fight the announcement that we were coming would cause the Germans to turn tail and run to cover, when they should have known that the announcement of America's entrance into the war would cause Germany to put forth the utmost stretch of its power to fight the issue to the end before we could take any serious part in the struggle, and that is what Germany is doing.

Blindly our people refused to see these things. They waited and waited and trusted to chance to save us. We left in power at the head of the great war work men wholly incompetent to measure up to such a task, and month after month the most priceless and the most dangerous time in human history was frittered away because Washington would not see the situation and vigorously denounced those who dared to warn the country of what was ahead of us.

We rejoice that at last the whole of Washington life is grasping the meaning of this war, and the Administration is now calling into the nation's service the ablest men that can be had regardless of politics.

Commenting on this situation the New York Tribune gives a list of some of the men who have been called into the great work that is now under way, and on that subject says:

Let us look over only a few names on the list:

John D. Ryan, head of great copper industries, railroad builder and organizer—now at the head of aircraft production.

Charles M. Schwab, first president of the United States Steel Corporation, president of the Bethlehem Steel Co.—now at the head of shipbuilding.

Edward R. Stettinius, formerly of J. P. Morgan & Co., co-ordinator of Anglo-French buying in neutral American markets—now Assistant Secretary of War, in charge of all army buying.

Samuel McRoberts, formerly vice-president of the

National City Bank—now Colonel McRoberts in the War Department.

Guy E. Tripp, president of the Westinghouse Electric Co.—now Colonel Guy E. Tripp, chief of the production division of the Ordnance Department.

J. L. Replogle, president of the Cambria Steel Co.—now in charge of all Government steel orders.

Alexander Legge, vice-president and general manager of the Harvester Trust—now Mr. Baruch's chief assistant in the War Munitions Board.

Harry Bates Thayer, president of the Western Electric Co.—now in the Aircraft Production Board.

George Peck and Major George Mixer, both vice-presidents of the Deere Implement Co., rival of the Harvester Trust—now in aviation work and on the Council of National Defense.

These are the signs and auguries of a better day. When six or eight months ago the Tribune, among others, began to urge strongly that the business side of the war should be entrusted to business men—that our great need was to mobilize America's executive genius—it seemed as if it would never come.

That at last the best known special talent is getting on the job is the happiest, hopefulest sign that we have known since America cast its lot with those who had undertaken to rid this earth of the German war machine.

### THINK IT OVER!

**WHEN one of our Boys dies Over There we say he died doing his duty!**

**When somebody Over Here buys a bond yielding 4½ per cent. we call him a patriot!**

**If one of our Boys hesitated as long in going Over the Top as some people do in buying a bond, he would be court-martialed and shot for cowardice.**

**And if the same punishment were meted out to non-combatants for financial cowardice, an awful lot of people in this town would be shot at dawn.**

**There isn't any use fooling ourselves—we have \$3,000,000,000 to raise and only one week left to raise it—and the non-combatant who can't use a bayonet and won't buy a bond has no right in the United States and no definition in the dictionary.**

**FRANKLIN SIMON & CO.**

We give space to the foregoing because it is a living, breathing, truth-telling advertisement in contrast with many of the wishy-washy, silly advertisements put forth by some concerns in behalf of Liberty Bonds where the spirit was willing but the brain power was weak.

Read and reread that advertisement and let its truths burn themselves into your very soul. And then ask yourself how you stand in the light of this flame of living truth.

Are you among those who would be shot for cowardice?

Are you among those for whom even the dictionary has no definition?

### HOW CONGRESS CAN INCREASE OUR MEAT SUPPLY.

**I**n discussing the importance of lessening the number of dogs in order to increase the number of sheep, Mr. A. C. Bigelow, president of the More Sheep More Wool Association of the United States, writing to the MANUFACTURERS RECORD in regard to the suggestion which has been made about a Federal tax on dogs as a war revenue, as well as for the purpose of increasing sheep production, says:

In regard to a Federal tax on dogs, I started a movement for this a year ago at Columbus, O.; have followed it up ever since, and a great deal of correspondence I know come in to the Senators and Congressmen at Washington in the support of such a measure. However, the trouble is now, as I see it, the difficulty of getting this into a definite form for presentation, which will provide a practical method for collection of the license tax. I have made some effort in this direction, but nothing has been done.

If you can solve the problem of the proper form of bill to cover this question of the operation of such a measure in its practical aspects, we will be ready to make a drive to get it through the Congress.

Don't Let a Yellow Streak Represent Your Service Flag.

### MORE AGGRESSIVE WORK FOR FOOD PRODUCTION NEEDED.

**T**HE Country Gentleman in a recent issue undertook to emphasize the need of the United States Department of Agriculture waking up to modern methods of hustle. It contrasted the methods of that department with the methods of the Food Administration, and in closing an interesting editorial on the subject said:

The Food Administration has been in existence less than a year, but there isn't a man at the bottom of a coal mine who hasn't heard its message. It has been given to deaf mutes in the sign language. The Department of Agriculture has been in existence 40 years, yet there are millions of American citizens to whom it is little more than a name.

What the Food Administration has done in a big constructive way the Department of Agriculture can beat.

The recent promulgation of its 1918 program of production is a pat example of antiquated methods of publicity. It is an excellent program, yet on the day it was issued the 6700 county agents and extension workers of the Department had no knowledge that a production program had been decided upon. No advance notices had been sent out. The program simply sifted through to them in the Department's weekly news letter, a dull-looking, unattractive sheet. It was all very dignified, very dull, and very ineffective.

The nice easy hours won't do this year. The help must turn out at sunup and sweat with the farmer. The pleasant swivel-chair ways won't go. The goods must be popularized, advertised, and the boys must get out on the road and push them.

Ring the liberty bell, Mr. Secretary, and rout out the hired men. The sun's up and there's a big day's work ahead. By autumn, Houston should be the best-known man in America. The Department of Agriculture should be the best paying investment Uncle Sam owns.

With the very best wishes for the Department of Agriculture, the MANUFACTURERS RECORD has repeatedly found it necessary to emphasize some of its shortcomings, and we have again and again pointed out the supreme necessity of the department's giving more active and intelligent work to increased food production. As compared with the methods of the Food Administration in reaching the public, the Department of Agriculture is about a hundred years behind the times, and, unfortunately, a good deal of the stuff it does put out is unwise. It magnifies every evidence of the possibility of increased food production until it constantly impresses the country with the idea that we have produced or will produce as much food as could be expected. It entirely misled the country last year when over and over it told about a record-breaking corn crop, when, even if this had been correct, measured by the feeding value of the corn, the increase over 1912 was so small as to be negligible. And yet the country was being misled into the belief that we had such a vast supply of corn that there would be no shortage whatever in any grain except wheat. Later on last fall the department sent out such an overoptimistic statement in regard to the efforts that were being made to produce a large wheat crop this year that it caused the newspapers of the country to predict a billion bushels of wheat even before the land had been plowed, merely because the department had worded its dispatch in such a way as to give that impression.

The Country Gentleman suggests that by next fall Mr. Houston should be the best-known man in America. This will certainly not come to pass unless the methods of the Department of Agriculture are entirely different from what they have been in the past, and unless some of the incompetents connected with that department are retired to private life. They are national liabilities and they are a serious handicap to the department. We hope Secretary Houston will measure up to the tremendous responsibility of the work which his department should do.

But it is not publicity that the Department of Agriculture needs so much as it is effective, vigorous, untiring work to intelligently increase food production. That is the job before the department, and that is the job which should be pushed with aggressiveness which the nation has given to the question of food conservation.

### RACE HORSES AND LIQUOR INTERESTS USING TRANSPORTATION VITALLY NEEDED FOR FOOD AND WAR PURPOSES.

**S**HALL race-horse gambling and brewery interests be protected at the expense of the nation? Is a question which the Government must answer.

Last fall the MANUFACTURERS RECORD strongly pressed upon Washington authorities, who were then cutting out the transportation of highway materials, the fact that transportation was being afforded to race-track horses and to the paraphernalia and feed connected with race-track gambling operations; that transportation was being furnished to the breweries of the country for their raw materials and their finished product, and all the ramifications of the liquor traffic for the distribution of the liquor in stock.

Many schools and churches had to close during the winter, millions of families suffered from lack of fuel, and the great war-making machine of the country was halted by lack of transportation to carry fuel to the war industries; but nobody has yet heard that a brewery had to shut down for lack of transportation, that the race-track gambling had to be shut up for the winter for lack of transportation, or that the liquor interests were ever denied the privilege of shipping whiskey to all parts of the country.

The situation continues unchanged. Coal mines are shut down two or three, and sometimes four days in a week because they cannot get cars. Freight is congested and thousands of tons of freight are lying in warehouses and in factories because it cannot be shipped. But race-track horses are still being sent around the country, and all the feedstuff connected with the race-track gambling business finds ready shipment, so far as the public can learn. Nor is there any shortage of transportation for the brewery and the liquor interests generally. The case is interestingly stated in a letter from a leading business man in Atlanta who writes as follows:

The writer has read with particular interest your articles in reference to hauling race horses over the country at a time when railroads are so badly congested. He has recently returned from a trip to Cuba, which trips are made about three times a year. Last November the United States was calling on Cuba for sugar, and President Menocal on December 1 had 19 of the large sugar centrals grinding cane. On the writer's recent trip there he visited a number of plants on the island, and they have manufactured sugar, and are storing it waiting transportation facilities. Practically every warehouse on the island is filled to capacity, the planters stating that they will have to close down unless there is some relief in sight, yet in the face of this the races in Havana closed on March 24, and all of the race horses, with their attendants and paraphernalia, found ready passage back to the States and are now scattered around at Louisville and various places.

Today we have an embargo in Atlanta on every freight line north from here, and we have about 200 tons of duck between the mills at Lagrange, Ga., and New York which is lying in railroad yards, and our factory advises today that they will soon have to close unless they can secure this duck; likewise, every boat line to the north has an embargo.

Sugar was short in supply and very properly the Food Administration was insisting upon conservation in the use of sugar; but according to the statement of this Atlanta business man, sugar could not be shipped from Cuba because of inadequate transportation facilities, although race horses with their attendants and paraphernalia easily found transportation from Cuba back to the United States and out to Louisville and other points.

How long will the Administration suffer such conditions to exist?

### Hillis' Address Should Be in Everybody's Hands.

F. ROGER MILLER, Secretary the Board of Trade, Morristown, Tenn.

Please send us at once 100 copies of the Hillis lecture. Forward invoice for same and quote us price on 1000 copies for general distribution.

A copy of this message should be placed in the hands of every man and woman in the United States.



## WILL OUR PUBLIC MEN HAVE THE COURAGE TO TELL THE TRUTH TO AMERICAN LABORING MEN?

At least 8,000,000 to 10,000,000 able-bodied men, who have been producers, should be called from business activities into the army, for we should create as rapidly as possible an army of at least 5,000,000 soldiers for fighting in France, and at least 3,000,000 to 5,000,000 more should be trained in this country to take the place of those who are now going over, thus withdrawing from business activities of the farm and the factory and the store 8,000,000 to 10,000,000 of men. We must also turn into munition-making and like activities millions who must produce the things that are needed for war. Thus there will be brought about an enormous labor shortage in the country. There will be a great famine in farm labor, in factory labor and in all other kinds of work.

**Unless the young and the old who are not called into camp as soldiers and the laboring men not drafted for army service enormously increase their productive work, we shall have a labor shortage which WILL MEAN A LENGTHENED WAR.**

The responsibility of increasing the labor potentiality of the country rests upon every man and woman in it. We must cut out a great amount of labor now done by men, and put them into productive labor. It would be criminal to permit 500,000 men to continue to produce and handle the liquor trade of the country. It would be criminal to continue on the golf courses of the country the thousands of men and boys who are used as caddies. The golfer must learn to carry his own sticks or not to play. It would be criminal to permit able-bodied men, white or black, to do a great deal of the interior work such as they now do as hotel waiters, and in other capacities which can be done by women. Moreover, we must all learn to conserve labor as well as food, and we have no right to expect of hotels the prompt service of bell boys and waiters, to which we have been accustomed in the past. We must learn to depend upon ourselves to a larger extent than heretofore.

Men must be released from employment in many directions in order that they may be turned into productive activities on the farm and in the field and in the office work which must be performed.

**The man who insists upon the eight-hour day merely because through the power of a union organization he has been able to force the eight-hour day on the country is not doing his duty to the soldier who is risking his life.**

**The laboring men of the country owe it to the soldiers and to civilization to increase their hours of labor instead of trying to decrease them.**

**The eight-hour day for labor at the present time is an outrage upon every soldier who is risking his life and who is working from twelve to fifteen hours a day under the most trying conditions, exposed to all the hardships of the camp and trenches in order to save the laborer and the laborer's family from the ruthless barbarism of Germany. We cannot see how an honest-minded laborer can possibly get the consent of his conscience in the sight of God and mankind to be willing to work only eight hours a day in this terrific hour of sacrifice.**

The farmer and his employes generally work from sunrise to sunset, and, traveling in the South recently, we have seen men ploughing up to 7.30 and 8 o'clock at night, though they had started their work at 6 o'clock in the morning. These men are working long hours, and doing their utmost to increase the output of foodstuffs in order that the mechanic and the clerk and all others may be saved from starvation, but the mechanics, gladly getting the benefit of the long hours of farm labor, are, to a large extent, refusing to work more than eight hours a day, and when they work longer than that they are demanding pay over and above the regular rate per hour. These men have not yet learned the seriousness of the situation. This war has not yet burned itself deep into their souls. Their leaders

are using this war situation for the purpose of trying to fasten on the world a shorter laboring day without regard to the cost in lives that this condition now must work.

We believe that President Wilson himself has a duty to perform by publicly appealing, if necessary, over and over again, to the laboring men of the country to lengthen their hours of work, and to recognize that while they are being saved from the dangers of the battlefield they are proving recreant to their responsibilities by reducing their hours of labor and constantly striking over some trifling question. The present situation is a reflection upon the integrity and honesty of heart of the laboring people of this country. We believe they have been unwisely led by self-seeking agitators and officials who feel that their only hope of retaining their domination over labor is to constantly fight to create on the part of laborers a demand for shorter hours of labor.

There may be a justification for a fight such as this under some conditions in peace times. We know that no great and successful man ever won his way by limiting his labor to eight hours a day; nevertheless, we are willing to grant in peace times the right of labor to reduce its time to eight hours if need be. But this is not a time of peace; it is a time of unspeakable war, of unvoicable woe and agony, of suffering such as the world never knew, and at such a time as this every latent power of manhood and womanhood should be quickened into a living, burning patriotism, willing to sacrifice and be sacrificed to save our soldiers and the soldiers of our Allies from death.

**Every man who lessens his hours of labor is helping to increase the number of deaths of our soldiers, and every organization which collectively or individually brings on a strike of laborers is lengthening the war and adding enormously to the number of men who must suffer the agonies of the battlefield and death itself.**

If President Wilson would take this stand before the public, not once only, but repeatedly, and urge these facts, for facts they are, upon the people of the country, we do not believe it would be possible for labor unions to justify themselves in their own conscience for reducing the hours of labor.

We believe, on the contrary, that there is enough of manhood and patriotism in the laboring people of this country, when once they fairly understand the issue, to voluntarily increase their hours of labor. If we did not have this faith in the laboring men of America we would feel that there was but little hope for the future of a country where millions of its able-bodied citizens such as our laboring people, were wholly unwilling to sacrifice something for the soldiers who were dying to save their families, while they earned larger wages than ever before in their lives, and earned every week far more than the soldier is paid per month.

These facts should be published by every paper in America, and reiterated over and over again. They should be proclaimed by every public man who has the nation's welfare at heart, and who is willing to tell the truth to the public, even if, temporarily, he loses a few votes thereby.

Have we in public life men of sufficient integrity, men who dare to go contrary to the present attitude of a large body of people and preach this doctrine, that the laboring man of the country should by longer hours fill up the vacuum created by the millions of men drawn into our armies?

Upon the answer to this question may rest the future of all civilization.

## WHAT DOGS COST ONE STATE.

THE Department of Agriculture of Virginia estimates that dogs cost that State annually \$23,500,000. This, it reports, is a direct money loss suffered by the sheep-raising industry and by those who feed the dogs. It does not include the cost of stock killed through fear of rabies, or the cost of treatment of persons bitten by supposedly rabid dogs.

During the last six years there has been an annual average of 100 persons treated in the Pasteur

Institute at Richmond, bitten by supposedly rabid dogs, while hundreds of others have been treated at their homes and in Washington.

It is estimated that there are 250,000 dogs in Virginia, and that it costs \$34 a year to maintain a dog; and the Department estimates that the revenue from sheep-raising is less by \$18,000,000 annually than it would be if dogs were not permitted to roam at large.

It is also estimated that the amount spent in feeding these dogs would raise 250,000 hogs of 150 pounds each, or poultry to a value equalling that of the hogs.

Virginia, according to this estimate, is reported as spending more for the maintenance of dogs than it does for education, or for the entire State government, including education.

The dog has had his day. The time has come to eliminate the worthless curs which roam the land and add tremendously to the difficulties of raising sheep and poultry. Fewer dogs mean more sheep and more poultry and less expense wasted on these millions of worthless curs with which the nation is afflicted.

## ECONOMIC WAR UPON GERMANY DEMANDED.

WE are glad to see that public men, as well as bankers and business men generally, are becoming thoroughly aroused to the necessity of an economic warfare upon Germany in the future as well as now, in order that some degree of punishment may be meted out to that country for all of its fearful crimes against humanity and all civilization.

In discussing this situation Hambleton & Co., bankers, of Baltimore, in their weekly circular, make the following interesting suggestions:

"Force, and yet more force, and still more force should be applied unmercifully, without limit and without stint. We do not subscribe to the feasibility of peace without victory—but we do believe that there should now be written into the code which will govern us in this war and the hereafter the following: That from and after the first anniversary of our thirteenth month as a participant, Germany will be made to know and, knowing, to realize the full import thereof—for, if necessary, we will dedicate half a century to teaching her such lesson—that for every day of twenty-four hours thereafter that Germany maintains the war the Government of the United States will, in the post-bellum era now only a matter of time, add to the judgment of outlawry (which civilization having passed against her, we will enforce) thirty days of unremitting, unqualified and absolute ostracism—social, economical, commercial, financial, educational and scientific. One week would spell seven months of the cessation of trade relations, financial and commercial embargoes, and utter repudiation of her existence; one month would mean two years and one-half. The one escape from such a punishment would be full compliance with the terms of the Government of the United States as enunciated by its President: eventually, whether in 1920 or in 1920, we will enforce those terms: disarmament, the abolition of militarism, and the uprooting, trunk and limb, of autocracy; the restoration of the smaller states, the indemnification of the injured and the surrender of territory heretofore forcibly annexed.

"Germany started this war: the United States will finish it, but only when and not until we can write the terms of the treaty of peace.

"The force of righteous anger, of just reprisal and the enforcement of adequate punishment is a part of our program: let us, if necessary, prepare for a decade of war and cease not one whit the driving force of our energy now splendidly at work. Moreover, let us be fair: we know the cost to us to achieve success; let us write its equivalent in plain language so that against the day of settlement the Kaiser and his supporters, his government and its people, cannot be heard to say that they were blind and knew not the end of the path which they then trod."

## BUILD UP GREAT HOME GUARD FORCE OF OLDER MEN.

WRITING from Stanford University, Cal., to the MANUFACTURERS RECORD, Mr. Courtenay DeKalb says:

What do you think of regiments of men past 30? I know I can do tough campaigning, and would rather do it than let any arrogant German impose his savage will on me and mine—that means the United States of America. Are there not some 12,000,000 men over 30 who would, if trained, make a good defense line that may be needed? I am ready to be private, corporal, lieutenant or organizing colonel of one of these regiments.

Mr. DeKalb represents the type of men who are greatly needed in this war work. As an engineer, campaigning for many years in Mexico and other parts of the Southwest, he is physically sound and hard and able to endure privations which would completely knock out a large proportion of the young men who are being trained for fighting.

Another letter which came to the MANUFACTURERS RECORD about the same time as Mr. DeKalb's was from a banker in Florida, about fifty years of age, whose experience in his early days as a cowboy, as an officer in the Spanish-American War, and whose outdoor life since has made him, as the old saying is, as hard as a pine knot. He, too, seeks an opportunity for entering the war. His preference would be for an assignment for the trenches, but he is willing to drop everything and do anything in the Government's service which would enable him to help to win the war.

Of men such as this one and Mr. DeKalb there must be some millions in this country eager and anxious to do something to show that the fighting power is still within them, eager and anxious to offer their lives in this great contest, but the limitations of army regulations make it impossible for them to enter the service; and yet men of this type could be invaluable.

If there is no way in which army regulations can be changed in order to let these men into regular service, it is extremely important, indeed vitally so, that they should be organized by the Government under Government pay to form home guards for regular training and the creation of an army at home which might be needed in some great emergency and which could not then be trained. These men should not be expected to give up business and give their whole lives to this work without adequate pay. Most of them would have to leave their families unprotected, just as a soldier must do, but they could be formed into a mighty fighting force, available at any moment when our existence as a nation might be threatened by possible invasion.

We waited through the years when we should have been training a great army, and we lost the most priceless time in human history. Let us not wait too long in calling into service for training men who are beyond thirty years of age and who could be a powerful factor in strengthening our nation's fighting force.

As rapidly as possible we should train an army of at least 5,000,000 men under thirty, but at the same time we should go forward and train some millions of these older men whose fighting ability in an emergency might be the final means of saving our nation from destruction. Let us take up the task at once.

## FOR LIBERTY BOND ADVERTISEMENTS.

MR. R. B. WRIGLEY of the creative department of Fuller & Smith, advertising, Cleveland, O., in a letter to the MANUFACTURERS RECORD says:

"I have taken the liberty of reproducing one of your splendid editorials as per enclosure to help us in our Liberty Loan campaign in Cleveland. I knew you would be glad to have me do it. All your editorials are an inspiration to me."

We repeat what we have previously said on the subject, and that is that anything which appears in the MANUFACTURERS RECORD can with the usual credit be freely reprinted in any way whatever when it will serve the interest of the nation.

## HOW HEROIC FRANCE IS SAVING FOOD. SHALL AMERICA BE A SLACKER IN FOOD CONSERVATION?

THE spirit of sacrifice is beginning to take hold of the people when from all parts of the country come reports that whole communities are pledging themselves to do away entirely with the use of wheat flour until the new crop has been marketed. In some places individual families and grocers have not only pledged themselves not to use wheat flour, but they have actually returned the flour in stock in order that we may help to feed the Allies and our own soldiers.

Here and there, however, are to be found people so selfish and self-centered that they care not what may happen to the country or to the world, if they, in their greed and gluttony, but get what they desire. They leave to others the conservation of food, and make no effort themselves to conserve it. To them their gluttonous love of food is higher than their love of God or humanity. Occasionally one hears some man or woman complain because of food conservation, and sometimes one is heard to boast that he has done nothing in the way of saving food, leaving entirely to others to sacrifice in order that he may be saved. Fortunately, however, the number of these selfish gluttons is becoming less, and the real spirit of sacrifice, which is growing everywhere, has been clearly expressed in resolutions adopted by the Southern Pine Association at a recent meeting. At that meeting Mr. Phil. S. Gardiner, vice-president, who has recently been in France in connection with the Y. M. C. A. work, called the attention of the lumbermen to the scarcity of wheat in France. He said that instead of one wheatless day a week, this nation should abandon the use of wheat for one year that our soldiers might have this much-needed food.

"In France," said Mr. Gardiner, "wheat forms practically the whole ration on which that country is now existing." And he added that the peasantry had been put on a basis of three small slices of wheat bread a day, and that this with a small amount of wine constituted their entire ration.

"Corn bread," said Mr. Gardiner, "was once the only bread used in the South, and we grew fat and thrived upon it. No one then considered it a hardship to eat corn bread. Why can't we go back to that for a time now?"

At the close of Mr. Gardiner's address the following resolution was enthusiastically and unanimously adopted:

In view of the extreme necessity that wheat be conserved for the brave people of France, as well as for the American army now abroad, we, representing the Southern pine lumber industry, offer our fullest cooperation and hereby make the following pledge:

That we will personally abstain from the use of food made largely from wheat flour, and that we will encourage the hundreds of thousands of workers in Southern sawmills, as well as all loyal Americans, to do the same until such time as the Food Administrator shall declare that further conservation of wheat is unnecessary.

We also call upon all associations of lumbermen, especially those affiliated with the National Lumber Manufacturers' Association, to ask their members to abstain from the use of wheat products so long as the present conditions exist, and urge that they take measures to encourage the support of this policy among all lumber manufacturing communities.

We believe it to be the patriotic duty of all organizations of employers to take similar action, to the end that the greatest possible amount of wheat now in storage in the United States may be conserved for shipment abroad.

## THE GRAIN SITUATION IS DANGEROUS.

THE United States Department of Agriculture forecasts this year's production of winter wheat, as of conditions April 1, at 560,000,000 bushels compared with 418,070,000 bushels of wheat in 1917, 480,553,000 bushels in 1916, 673,947,000 bushels in 1915, and 684,900,000 bushels in 1914.

According to this estimate, the production of winter wheat this year, notwithstanding the greatly increased demand and lessened reserve supply, is still several million bushels short of the average wheat crop for the previous four years, which has

not met our needs, thereby forcing the country to reduce its wheat consumption. Moreover, the indicated yield is 113,000,000 bushels short of the crop of 1915 and 124,000,000 bushels short of that of 1914.

The area sown in wheat last fall amounted to 42,000,000 acres, or only about 1,600,000 acres more than was planted the year before in winter wheat. Another thing which makes the winter wheat crop not quite so promising is the fact that though the Agricultural Department states that the condition of the wheat on April 1, was 78.6 per cent. of normal, and while it is a little better than the condition reported April 1, 1917, it is 5 per cent. less than the average condition for the past ten years on April 1.

Last summer the MANUFACTURERS RECORD repeatedly urged the farmers of the country to greatly increase their fall acreage in grain, because of the growing shortage of foodstuffs, in spite of the fact that the Department of Agriculture was making over-optimistic statements that we had produced abundant crops of corn and other foodstuffs, and if these reports did not actually tend to cause farmers to reduce their food acreage, certainly they were not an incentive to make much increase.

It is now too late to lament the Department's failure to warn the country of its true food situation, but it is not too late to begin a campaign for increasing the grain acreage this spring and especially the country's corn acreage. The country is in need of more corn. Last year's corn crop in feeding value was largely reduced because 40 per cent. of it was injured by early frosts, which made it so soft that millions of bushels could not be carried through the winter. In supplanting the wheat shortage, we are greatly increasing our corn consumption, and in order to continue to do this the country should heavily increase the acreage planted to corn this spring or else we will be treading on the edge of a bread famine.

The short supply of seed corn in the West because of the poor quality of last year's crop will probably cause a heavy reduction in acreage. The responsibility, therefore, upon the South to increase its corn acreage is all the greater.

## AMERICAN SOLDIERS AS GERMAN PRISONERS.

THE MANUFACTURERS RECORD is in receipt of a copy of a letter sent to the Serbian Relief in reply to a recent appeal made through our columns for help for the Serbians. Although the copy of the letter was not signed, and we do not, therefore, know the name of the writer, it is well worth publication, not only because it shows a desire to contribute to the Serbians, but because of the statement it makes in regard to the treatment of American soldiers when captured by the Germans.

We fully agree with the position taken in that letter, that we would rather see American soldiers fight unto death than surrender to German troops.

The letter is as follows:

April 16.  
Serbian Relief, per Cannon E. Sidney Savage,  
Care Brown Bros. & Co., 59 Wall Street,  
New York, N. Y.

Dear Sir—Enclosed herewith find check \$100 for Serbian Relief.

I have just read appeal for relief of agonized Serbia in MANUFACTURERS RECORD of April 11 and am forwarding this article to two others of our firm whom I think will want to do something also.

I could not but think as I read this article that if same could be printed in pamphlet or folder form and a copy put in the hands of every American soldier that there would be very few American captives taken, as with a clear understanding in advance of the strong prospects of dying of starvation or from enforced exposure to deadly diseases or from freezing to death on account of no protection being afforded against severe weather, that the Americans will prefer to fight it out on the battlefield and incidentally that determination will bring quicker relief for Serbia and others in agony than anything else.

There are a good many of the soldiers about here who have sworn among themselves they will never be taken prisoners, and personally I should subscribe to that same resolution were I going to the front and would like to see the entire American army of the same determination, for the reason that it would result in cleaning out those devils a great deal quicker than will otherwise be possible.



## CAUSE AND EFFECT.

Here are two poems by the same writer, which aptly go together. They tell the whole story of German brutality and how Americans should regard Germany and all that is of Germany:

### I AM A GERMAN.

At last I cast my mask aside  
And bare the hate I used to hide.  
Now to myself I can be true  
And do the deeds I love to do.  
I am a German.

The stolid, kindly man is dead;  
A ruthless beast is born instead.  
The bars are down—the beast is free  
To roam at will on land and sea.  
I am a German.

I love to send the good ships down,  
And see the helpless children drown,  
And when the mothers scream in pain,  
I laugh at struggles all in vain.  
I am a German.

The poison gas and liquid fire  
Have satisfied my heart's desire.  
It's sweet to see men reel and choke  
And fight against the deadly smoke.  
I am a German.

And sometimes, in a sheltered place,  
I spy a baby's dimpled face.  
Ah! then I feel a fiendish joy,  
And kill it quick if it's a boy.  
I am a German.

I poison wells so more may die;  
No pity lives in such as I.  
The simple homes I burn at night,  
And in this pillage find delight.  
I am a German.

The sick and wounded feel my hand,  
And when I see a Red Cross band  
I straightway set upon their track,  
Because I know they can't strike back.  
I am a German.

I rape and ravish, rend and tear;  
With hideous noises fill the air.  
The loudest screams of pain and fear  
Are sweetest music to my ear.  
I am a German.

There is no law of God or man  
But I will break it if I can.  
I only live to maim and kill.  
And while I live I always will.  
I am a German.

KENNETH GRAHAM DUFFIELD.

### AN OATH THAT EVERY AMERICAN SHOULD VOW.

I will not drink from a German cup,  
Or eat from a German plate;  
I will not deal with a German man,  
All foul with German hate.

I'll use no drug with a German name  
That's grown on German land.  
I'll eat no food and drink no beer  
If made by a German hand.

I will not use a German tool—  
Razor or knife or saw.  
I will not trade with a German shop  
That lives by a German law.

I will not sail on a German ship,  
Where German songs are sung;  
I will not breathe, where God's clean air  
Is soiled by a German tongue.

I'll not forget those awful deeds  
To girls and little boys;  
No more I'll hang on Christmas trees  
Those bloodstained German toys.

I will not take a German's word—  
He'll break it if he can.  
There is no love in a German heart  
Or faith in a German man.

This is my oath. When war is done  
I'll swear to keep it true;  
And since I know you feel the same  
I'll pass it on to you.

—KENNETH GRAHAM DUFFIELD in Memphis Commercial Appeal.

## LAND RECLAMATION WORK ESSENTIAL TO WAR.

THE St. Louis Chamber of Commerce has recently written to Secretary Houston of the United States Department of Agriculture as follows:

We believe the responsibility of passing on new drainage bond issues is a very serious and far-reaching one, and we pledge to you our full support and co-operation in working out these questions. Our general views are expressed in the resolution endorsed by our board of directors, as follows:

*Resolved,* That Secretary Houston of the Department of Agriculture be petitioned to appoint a representative of the Bureau of Drainage Investigations to be placed in St. Louis, for the purpose of quickly reporting on proposed drainage projects.

In the multiplicity of work and counsel at Washington many serious mistakes are being made. In part, this is inevitable, but some of these mistakes should never have been made. Some Washington authorities have become so obsessed with the idea of war work, pure and simple, that they have apparently forgotten that war work must have its foundation based on many other lines of work. There was a disposition strongly in evidence to discourage highway improvements as not essential to war, but we believe that the fight which has been made, backed by the actual effort of the Government to handle business by motor truck, has finally won out and convinced the skeptics that highway work is an essential element in war work.

From time to time there has been evidence that the Department of Agriculture was not disposed to favor drainage projects in order to open up new agricultural land, and so far as we have been able to learn no definite stand has been taken in favor of drainage as a war measure by the Department. And yet there is every reason in the world why new land should be opened up for cultivation. We must enormously increase our food production. Much of this must be done on new and rich land which will not need fertilizers, because the scarcity and high price of fertilizers necessitates the use as largely as possible of the virgin soil of overflowed or swamp land, first, to increase food production on new lands and, second, to lessen the overstrain of demand upon fertilizers.

There are millions of acres of land, as fertile as the Valley of the Nile, in the Mississippi Valley, in Florida and elsewhere, which can be opened up by drainage work. There is, for instance, in the neighborhood of one little town in the Everglades section of Florida a stretch of 5000 acres of land in foodstuffs yielding this year enormous crops, and which will yield big crops for years to come, all made possible by reclamation work. A very large area of the Everglades section promises to break the record for heavy food production, even though it is the belief of some people that some portions of that region will not give as large results as other portions. Nevertheless, the reclamation work which has been done in Florida is giving to the country a great increase in vitally important foodstuffs.

In Louisiana similar conditions prevail, as well as in other parts of the South and Southwest. The reclaimed lands of the Mississippi Valley must become the storehouse from which additional food must be drawn, because the lands now under cultivation are producing well nigh the limit of capacity under existing fertilizer condition and labor shortage. In the Mississippi Valley section, wherever levee work is necessary to protect these lands from overflows, Governmental aid should be given unhesitatingly and as quickly as possible. It would be a mistake of such far-reaching consequence as to endanger our country if the Department of Agriculture and other Washington authorities should fail to recognize that levee work and drainage work to reclaim and protect these rich virgin soils are absolutely an essential part of war work.

### "Passing It Around."

G. C. WEEKS, Scotland, N. C.

I am "passing it around" to my friends on account of your strong editorials on the war.

## "SNAP SHOTS FROM THE EVERGLADES OF FLORIDA."

MRS. MINNIE MOORE-WILSON of Kissimmee, Fla., widely known as the author of "The Seminoles of Florida" and "The Least-Known Wilderness of America," and as the never-tiring friend of the Seminoles, for whose welfare she has for years been vigorously working, has recently issued a pamphlet entitled "Snapshots from the Everglades of Florida." The entire proceeds are being used by Mrs. Wilson for various war-relief funds. The pamphlet carries the following on its opening page:

"Dedicated in deepest admiration to our gallant American soldiers, who are today following that same starry banner of 1776, the standard that will never retreat and will bring to this stricken and distressed world peace, liberty and love of mankind; that will make it a safe abiding place for humanity, a refuge for helpless women and little children."

This pamphlet is beautifully written. It is a veritable picture set in gold. It tells in brief the story of the Seminoles, one of the most interesting of all the Indian tribes, who in times past peopled this country; and as our readers know, the Seminole tribe still has its headquarters in Florida in the great Everglades region, a section of the country, which to most American people is as little known as "Darkest Africa" itself. No one can possibly read this pamphlet without being intensely interested, and without realizing that he has gathered more information for 25 cents than he has ever secured from any other source for so small a sum. The romance of the Everglades, the romance of the Seminole Indians, as told in word pictures as well as in other pictures, will appeal to every intelligent man and woman.

## SPREAD THE FACTS EVERYWHERE

If your soul is stirred by the awful realities of Germany's barbarism and by the tremendous problems which face our nation in the life and death struggle of barbarism against civilization, as published from week to week in the Manufacturers Record, pass your copy on to others that those who are not subscribers may learn the fearful realities against which our nation is fighting. Let no single copy be wasted. Pass every copy on to some one else and urge them to send it on to others, that in every home the story as given in every issue of what this war means to every man, woman and child in this and in every other land may be fully understood. We ask your co-operation because others say that the wider reading of the Manufacturers Record would be a blessing to the whole nation. Distribute other literature which tells the story of the war, and get your friends and business acquaintances everywhere to think war, to talk war, to pray war until the nation in every fiber of its being thrills to the mighty contest and grapples unto death with the enemies who would overrun and destroy our land. You can help in this way to win the war.

# ZONE POSTAL RATE BILL AS VIEWED BY WOMEN'S CLUBS.

Whereas, the postal increase on periodicals of from 50 to 900 per cent. by Congress at the last session means the extermination of many large magazines and newspapers, and

Whereas, the citizenship of America needs now in this tragic hour as never before the freest circulation of information, and

Whereas, the men, women and children living remote from cities of publication must not be unfairly dealt with by our Congress, which stands at the head of the world's democracy, and

Whereas, our American periodicals are the builders of a glorified nation and are needed as torches of liberty to "help win the war," be it therefore,

Resolved, That the Kissimmee Woman's Club earnestly urges every member of Congress to use his utmost power to have repealed at once the destructive Postal Rate Bill.

Passed unanimously April 23, 1918.  
Kissimmee, Fla.

Mrs. Minnie Moore Willson, Prest.  
Mrs. L. H. Ingram, Recording Secy.  
Mrs. Gertrude Katz, Treas.

The Kissimmee Woman's Club in the adoption of the foregoing resolution shows that its members are alive to a situation vitally important to the welfare of the country. The proposed zone system is from every point of view unjust and is directly contrary to the far broader and more enlightened system which prevails in our near neighbor, Canada.

American publications now pay one cent per pound. The rate in Canada was half a cent a pound, but has been decreased to a quarter of a cent a pound. Thus, while the American postage rate is at present four times as high as the rate in Canada, a still further increase is to be made commencing on July 1, under the bill which was passed at the last session of Congress, unless that bill should be repealed.

In addition to a flat increase of rate there is also established a zone system, which would bear especially hard upon all magazine and newspaper readers who do not live within the first zone belt, for the rate of postage under this zone system, amounting to from 50 to 900 per cent. increase, would lessen the ability of the people throughout the country to keep in touch with the broad national publications, which are of such infinite value to the nation itself.

The Kissimmee Woman's Club has well stated the case in demanding that the men, women and children living remote from centers of publication must not be unfairly dealt with by Congress by being compelled to pay a higher rate for subscriptions to newspapers and magazines than those who live within the first zone of publication.

The question is infinitely broader than that of the possible death of some newspapers and magazines or of any individual losses by publishers. In time of war, such as the present, individual losses cannot for a moment be considered as against the welfare of the country, but the loss to the publishers even at the worst will be triflingly small, even though many papers should be destroyed, as compared with the loss to the country itself by the death of many publications and the limitation of the power of newspapers and magazines to reach the public of the entire country in this great world crisis. It is supremely important that far back in the country districts and far away from the centers of population newspapers and magazines should be circulated as freely as possible for the power which they will have in arousing the nation to the task before us.

The action of the Woman's Club of Kissimmee might well be followed vigorously and energetically by every other woman's organization in America,

as well as by all business organizations and individuals.

A somewhat similar resolution was lately passed by the Federation of Women's Clubs of New Mexico, in which the case was clearly stated. It was as follows:

To the Gentlemen of Congress:

The New Mexico Federation of Women's Clubs earnestly protests against the zone system of periodical postage which increases our rate from 50 to 900 per cent. It discriminates against the West, is sectional legislation of the most pernicious sort.

Isolated from many cultural opportunities, we New Mexicans are a magazine reading people. The statements of the circulation of the great national periodicals will show that the per capita circulation in our State is one of the highest. In many and many an American home on lonely ranches, in dreary little villages, the American Magazine, the Literary Digest, the Delineator, the Saturday Evening Post, Collier's are the only windows looking out on the great world activities and save the actual sanity of the people whose pioneer work is building our State into a great commonwealth.

We feel it would be a disaster comparable to a German victory to have the circulation of magazines seriously curtailed in New Mexico. The dark ages followed the last Hun invasion. The unhampered dissemination of education is our strongest weapon against a repetition of the disaster.

NEW MEXICO FEDERATION OF WOMEN'S CLUBS.

(Signed) (Mrs. A. B.) Jessie McMillan Stroup,  
Chairman Literature and Library Dept.

## NO "FORGIVE AND FORGET" ATMOSPHERE POSSIBLE EXCEPT AT A SACRIFICE OF CIVILIZATION FOR CENTURIES.

IN a letter to the MANUFACTURERS RECORD, Mr. Irving Putnam of New York writes:

"As for myself, nothing in the world counts for importance except a military victory. The only thing that would make me openly and fiercely critical of the Administration would be a patched-up peace with a 'forgive and forget' atmosphere."

We trust that Mr. Putnam will never be critical of the Administration because of any "patched-up peace." The time for a "patched-up peace" or a "forgive and forget atmosphere" or a peace without victory by the Allies never existed from the day when Germany invaded Belgium.

Germany definitely chose its course after years and years of propaganda at home and abroad, looking to the domination of the world by Germany. This had been taught in its schools, preached in its homes and from its pulpits, and everywhere men, women and children in Germany had been taught to look forward to the time when German "Kultur" would be spread by the power of the sword over all the world.

The religion of the Mohammedans, which taught them to conquer the world by the sword and by a ruthless destruction of their enemies, was never more brutal than the teachings of Germany. Indeed, Germany has surpassed anything and everything which the Mohammedans have in years past sought to do in conquering the world by the sword.

It must be borne in mind that this is a war distinctly different than any other great war in history. It is a war of a country which had definitely sold its soul to the devil in order to secure world domination and enrich itself by plundering other countries, and to this task it had dedicated its home life and its college and university life as well as its autocratic life. The whole of Germany is permeated with this idea. From their infancy German children, without knowing why, have been taught to "hate England." It was bred in them to "hate England," they were born in "hatred to England," and the only reason for this was that England represented an enlightened civilization and democracy as against the autocratic barbarism of the Hohenzollern and Hapsburg families.

Our readers will remember that last year we published elaborate extracts from a book written in 1852 by Henry Winter Davis, one of the most brilliant statesmen ever produced in Maryland, in the course of which, with the vision of a seer or a prophet, he foresaw the coming of this war and said when it came American soldiers would have to fight on a thousand battlefields of Europe with allies or,

else have to fight on our own shores without allies, an invasion of the autocratic barbarism of Europe. Thus more than sixty-five years ago Davis, in outlining this present situation and pointing out the certainty that the fight of continental autocracy would be made against the democracy of England, warned us that when that day came if we did not, as the great democratic power of the New World, stand by the democracy of the Old World we, in turn, would be crushed upon our own shores when once England had been destroyed.

Through all these years Germany has been getting ready for this struggle. It has cared not for the laws of God or man; indeed, it has counted its own laws superior to the laws of Heaven as well as man-made laws. Might, and might alone, has been its theory of what is right. Its people have been taught to maim and murder in order to rob. They have been taught that they must take what they want wherever and whenever they have the power, and that none but weaklings refrain from doing this. Based on this theory of human existence, there has been developed in Germany a barbarism which has suddenly thrown off the cloak of respectability and now comes forth as the destroyer of all civilization and of every nation that stands in the way of complete world subjugation.

President Wilson and our people generally would not for a long time believe these truths, but we have never been able to understand how those who had studied German history and the teachings of the German materialistic school and who knew the domination of the Hohenzollern and Hapsburg power over all Germany and Austria could for one moment fail to understand the great issue that was definitely at stake from the day when Germany declared war. Indeed, England and the United States alike were criminally negligent of their own welfare when through the years of Germany's preaching war they made no preparation to protect themselves against Germany. It did not seem possible to England or America that at this late date in the world's supposed civilization a country would definitely undertake a program of world conquest for its own individual aggrandizement, and the very fact that Germany so persistently proclaimed this doctrine caused England and America not to believe it, since they did not feel that a prospective murderer would be so constantly warning his intended victim that whenever it suited the convenience of the murderer his victim would have to die.

Facing this situation, President Wilson, we believe and hope, has now come to a realization that peace without victory would be a premium upon crime: that peace without punishment of the individual and international murderers would be an offense against all civilization for centuries to come. At least, we so interpret President Wilson's present position, and we trust that not again will there come into his mind or into his speech a single suggestion of a "patched-up peace" or a peace without victory or a "forgive and forget atmosphere" until the criminals have paid the full penalty of their awful crimes. In no other way can the civilization of the world in the future be maintained.

## TO STIMULATE THOUGHT AND CREATE ACTION.

THE editor of a leading business publication which has recently been very aggressive in pointing out some pro-German activities in this country and some failures on the part of Washington authorities to measure up to certain technical special activities in a personal letter says:

"These criticisms do not affect me, as I think the main thing we are after nowadays is to get results, and to get them speedily. The editorial function as I see it is not simply to be a recorder of events which have taken place, but to stimulate thought which will lead to action in making events."

We do not remember ever to have seen a clearer statement of what should be the work of newspapers, especially in times such as these in which we are living. The work of the newspapers should be to stimulate thought and to secure results without any concern whatsoever as to the effect such work may have upon the writer or his individual publication.



## Full Speed Ahead in Production of Railroad and Other Essential War Materials.

THE decision of the Government to spend \$250,000,000 for combined wooden and steel cars and for locomotives as rapidly as they can be built is of tremendous significance to every industry in the country, and especially to war activities. We do not believe, however, that even the 100,000 cars and the 2000 locomotives that are being ordered will be equal to the needs of the hour. On the contrary, we believe that every locomotive and car works in the United States should be put under high-pressure work and driven to the utmost capacity, including night work, until the supply of locomotives and cars has caught up with the needs of the country. Moreover, we believe that if every car shop and every locomotive plant in the country was run on double turn for the next twelve months, the aggregate output would be less than the pressing needs of the hour.

Time is the very essence of the situation. While it is important that there should be no profiteering or no exorbitant prices paid, the supreme question is to get the cars and the locomotives, and every day lost in doing this will cost the country far more than would a higher price, if by higher price we can the more quickly stimulate production and secure the rolling stock.

While the MANUFACTURERS RECORD believes that a way should be found by the Government, by high income or excess profit taxes, to prevent any undue profit in the manufacture of the things needed for the Government, it believes that a fatal mistake will be made if, in the buying of railroad material or other things, priceless time is lost on the question

of cost. The classic language of Farragut, "Damn the torpedoes! Full speed ahead!" might somewhat judiciously be applied to the question of getting materials for the winning of the war by saying, "Damn the cost! Full speed ahead in production!" Farragut risked his ships and the nation's success, but he drove forward to victory regardless of the cost. Our supreme question is to drive for victory, for every hour saved in producing the things needed for war means the saving of lives, and the lives of our soldiers are of infinitely more value than the question of cost in the production of the materials which are needed to save the soldiers from death.

Let the motto of the Government, therefore, be, "Full Speed Ahead," regardless of the cost, for money counts not in this tremendous issue. Every day lost in making Full Speed Ahead in the production of materials for railroads and for ships is a day gone for all eternity, and for which no substitute can be found, and every hour counts in the life-and-death struggle in which we are engaged.

If individual men or manufacturers prove guilty of defrauding the Government by undue prices, then take from them the profit by excess taxes and punish them individually by the penitentiary or the firing squad as traitors to the nation, but do not halt on production. Drive that to the utmost limit of human power, with all the energy that can be developed by the Government and manufacturers and producers generally working for the one great aim of hastening our preparations on land and on sea to fight. That is our task. We cannot haggle over the torpedoes of cost. Full Speed Ahead!

### THE HISTORIC BRUTE AS VIEWED BY COL. HENRY WATTERSON.

UNDER the heading "The Historic Brute," the *Courier-Journal* reviews some striking facts in the history of the Germanic tribes in times past, as a pillaging, murderous, lecherous, drunken horde, looking upon countries south of Germany as their natural prey. "The present Teutonic outpouring," the *Courier-Journal* says, "gorilla-like, but still more like the many Teutonic raids that have constituted the history of the Teutonic people, must not be allowed to succeed temporarily; it must be crushed at whatever cost, and it must be realized that no Teutonic outpouring ever has been crushed without great effort. This one is vaster than all of the preceding ones rolled together would have been. Every resource of civilization is needed to put it down;" but crushed it must be, it matters not how great the task may be.

In its review of these Teutonic outpourings of former years, the *Courier-Journal* presents an illuminating story of the Germanic spirit, as follows:

An illustrated article is published to show the similarity between the skull formation in the heads of a group of German generals and a prehistoric brute which resembles a typical African gorilla. It is argued that "the butcher generals of Germany have been evolved from the primitive fighting brutes of prehistoric eras."

Possibly, but it is perhaps of more immediate interest to consider their nearer ancestors. The Germanic tribes have been since the beginning of European history, which is modern compared with the history of various parts of the Orient, a pillaging, murderous, lecherous, drunken horde, looking upon countries south of Germany as their natural prey, rather than looking upon the peoples of those countries as their natural enemies. They have lacked always the elements of true civilization. The Vandals who ravaged Gaul, Spain, Roman North Africa and Rome may not have smashed sculpture. Gibbon is among those who doubt that they damaged work of decorative art as often as they are said to have done. They were, nevertheless, a multitude of rude and ruthless barbarians, fundamentally like the Germans of the present time. Genseric and Wilhelm II had much more in common than Wilhelm II has with any truly civilized human being, although Genseric was more nearly a gentleman than Wilhelm.

The Empress Eudoxia was sufficiently Bolshevik to invite Genseric to Rome as an ally. Genseric was sufficiently Wilhelmian to treat the Romans just as the Germans now are treating Russia. He accepted the invitation of Valentinian's too trusting widow, but instead of assisting her, he pillaged Rome for a fortnight, exactly in the twentieth-century German style of treaty-making and fraternal occupation of the territory of parties to treaties favoring Germany, but when he had concluded the sacking of Rome he carried away, among other defenseless women, a daughter of the empress as a bride for his son, Wilhelm, as events in Belgium show, would have distributed the Roman ladies among army officers without the formalities of marriage.

Charles V is described by a historian as having had "a noble air and refined manners"—the historian was the Carl Rosner of his time, perhaps—but if that was true his appearance was misleading and his manners a thin veneer. He was notoriously a liar, not in the small, weak way of the present Emperor of Austria-Hungary, who lies like a lad caught in the pantry with jam on his lips, but in the bold manner of the scrap-of-paper clique surrounding the Kaiser: a purposeful liar, who made promises with predetermination to break them. If the Vandals at the heels of Genseric didn't hammer the heads off of nude marble nymphs in Rome, occupying themselves by preference with Roman money, Roman goods and Roman girls, Charles did raze the seraglio wing of the palace of the Alhambra to plant on its site in his own honor a squat, square building which made him and his "kultur" forever infamous; a far more flagrant act of vandalism than the legendary iconoclastic acts of Genseric's men. Charles, who raided Rome, had Pope Clement VII imprisoned, disavowed the act and ordered public prayers for the deliverance of His Holiness, was the sixteenth-century embodiment of the spirit of the sanctimonious Kaiser Wilhelm.

All of the "kultur" of all of the Germanic leaders from the period of the Vandals to that of the Prussian junkers may be reduced by simple analysis to three elements—lying, stealing and cutting throats. Encouragement of the arts and sciences was the policy of sundry Teutonic land grabbers and devastators, no less than that of Leovigild in the seventh century, than of Wilhelm II in the twentieth, but no more the policy of Germanic leaders than of the Tartar Khans, whose westward marches threatened and frightened Europe when they were practicing "frightfulness" as the Germans practice it today.

There is a certain consolation in the fact that South Europe never has remained a Teutonic stronghold. The ruder, often better armed, North European often has emerged from his wooded breeding grounds to raid and devastate and occupy the south, but always eventually

the native racial element has had back its own ground and culture. Rome often has been sacked, but Italy has not been Germanized. France still is held by the French. There is little of the Teuton in the amalgam of the politer races of the South, despite the many and great forays of the barbarians from the bleak Baltic littoral and the banks of the Vistula and the Oder and the Rhine.

The consolation is, however, tempered by the fact that the racial recovery has sometimes been slow. While the barbarians have not been triumphant permanently, they have done a great deal of damage and caused a great deal of misery for long periods. The present Teutonic outpouring—gorilla-like, but still more like the many Teutonic raids that have constituted the history of the Germanic peoples—must not be allowed to succeed temporarily. It must be crushed at whatever cost, and it must be realized that no Teutonic outpouring ever has been crushed without great effort. This one is vaster than all of the preceding ones rolled together would have been. Every resource of civilization is needed to put it down. Every resource will be employed, and civilization's self-preservation will be accomplished, although not easily and maybe not soon.

### AN UNFORTUNATE TREND OF MIND OF SOME PROFESSED PATRIOTS OF GERMAN DESCENT.

FOR the genuine Americans of German descent the MANUFACTURERS RECORD has had the warmest appreciation, and it has constantly commended them for their work. It has called upon other German-Americans to follow the lead of men like Otto H. Kahn who have given voice to their undying hatred of the barbarism of Germany's war and to their stand on the side of this country in this great contest. But unfortunately the number of these German-Americans who have thus stood out to be counted on the side of America and of civilization has been entirely too small, and with millions of German-Americans in this country the number who are known as aggressively American in sentiment is pitifully small. Had these German-Americans, from the beginning of Germany's attack upon civilization, denounced Germany's militarism and barbarism the whole world would today be in a very different situation. But men professing to be Christians, even many born in this country of German descent, stood by unmoved by the awful murder of the women and children on the Lusitania, or openly glomtingly boasted of it as an evidence of Germany's prowess; and so far as we know, very few, if any, German-Americans ever openly denounced that atrocious act.

It is, however, gratifying to know that though late in the day there are some German-Americans and Americans of German descent who have awakened to the horror of the situation and who are doing their utmost to bring about the defeat of the barbarism of Germany. In New England there is a "Liberty Loan Committee of Americans of German Ancestry," composed of a large number of men in various walks of life who claim to be aggressively pro-American. That committee has recently sent out a copy of a letter written by Rev. Adolph A. Berle of Brookline, Mass., which is to be read at the next meeting of the patriotic societies whose members are of German ancestry. The trend of the letter in part is good; in part it is strong and vigorous; but there is one sentence which is open to severe condemnation. That sentence is:

"We have all of us suffered, not so much by the revelations of the brutalities of German militarism, but by the vicious onslaughts by men here at home upon us, who have been true and loyal Americans in every breath we ever drew."

According to this view of the Rev. Mr. Berle the horrors of the brutalities of German militarism did not so much disturb them as the criticisms which were made against German-Americans. In this statement the Rev. Mr. Berle places the criticisms aroused by German brutalities as being harder for loyal German-Americans to endure than were the revelations of the brutalities of German militarism. We regret that the Rev. Mr. Berle has in this very sentence given a striking indication of the peculiar trend of the German mind, when he confesses that they were less disturbed by the horrors of German brutalities than by the criticisms which they individually had to endure.

Until German-Americans and Americans of German descent get entirely out of their mind this way of looking at the situation they will not have placed

themselves in a position to be intelligent American patriots.

There is another point in this letter which is also wholly unwise. After referring to the alleged absolute and unflinching loyalty to America of men of German blood and the necessity of standing by America he writes:

"You need not think of any other country in this connection than our own. You are not fighting England's battle or Italy's, or even France's, but America's, and that is what you are to fix your mind upon."

Now England's battle, France's battle and Italy's battle are exactly one and the same as the battle of America. We are all united just as though we were one single nation standing against the onslaught of the most terrible barbarities known to human history, and he who thinks that he can fight loyally for America against German brutalities and not fight the battle of England and France and Belgium and Italy and Serbia, is wholly untrue to America, because he is untrue to civilization, untrue to God and to humanity.

With one portion of Mr. Berle's letter we can agree. It is this:

"Germany in arms was never Germany of our love and reverence, least of all its crass and brutal militarism. Our Germany was, and is, the Germany of her philosophers, her poets, her musicians, and her arts, not one which owes anything whatever to the brute power of her militarism."

Unfortunately, however, German philosophers and poets, German university professors and German preachers, according to Mr. Otto H. Kahn, have, like all Germany, sold their souls to the devil for military success; and the German-Americans in this country who want to be patriotic and to urge patriotism upon their people should frankly take the stand of Mr. Kahn and recognize that until the whole spirit of military domination, of brutality, and of all the vile crimes which have been committed by Germany and by Germans has been utterly destroyed by the overwhelming defeat of Germany and the complete destruction of German military power and the death sentence passed and executed upon German military leaders, there can be no possible peace on earth; and this peace can come about only through this country to the last fibre of its being standing with the Allies and fighting our battle through the help of the Allies.

He who is not fighting England's battle, and Italy's battle, and France's battle, is not fighting America's battle; and until the Rev. Mr. Berle recognizes this fact he will not be a wise leader of German-Americans, however strong may be his claim of love of America.

#### HELPING TO SPREAD THE FACTS.

FROM George B. Curd of the George B. Curd Company, Cincinnati, we have received a strong letter of commendation to the following effect:

After reading the front cover editorial in your issue of March 28, under the caption of "For God's Sake, Hurry Up!" we feel it our duty to offer just a word of encouragement and approval of the wonderful work that is being done by the editorial staff of the MANUFACTURERS RECORD.

There is not a red-blooded American but what would be thrilled by the truths that you have set forth, and we believe that this article should be in the hands of every "Four-Minute Man" in this country to help put a stop to the new form of pro-Germanism in the way of idle peace talk.

Should you have reprints made of this editorial, please enter our order for at least 2000 copies, so that we may assist in placing this article in the hands of those not fortunate enough in securing your paper, and we will consider it a favor to reimburse you for any expense in this connection.

For the benefit of others of our readers who may feel as Mr. Curd feels in regard to the circulation of editorial "For God's Sake, Hurry Up!" this article and several other recent cover-page editorials on America's position in the war have been reprinted by us in leaflet form, and are available at the following prices: 100 or more, \$2 per 100; 1000 or more, \$17.50 per 1000.

We shall be glad to have as wide a distribution of these articles as possible, in the hope that they may help to arouse the nation to the peril that confronts us.

## Many Important Industrial Enterprises Lately Completed and Planned for Baltimore

\$91,999,000 REPRESENTED IN VARIOUS UNDERTAKINGS, INCLUDING DEVELOPMENTS AT SPARROWS POINT.

More than \$40,000,000 is represented in industrial and allied undertakings completed during 1917 and planned for the current year in Baltimore and vicinity. The amount is exclusive of the \$50,000,000 or so which is to be spent at the plants of the Bethlehem Steel Co. at Sparrows Point, which work is now well advanced. This includes extensions to the steel and shipbuilding departments and the completion of a mammoth tinplate mill as part of the elaborate program announced in 1916 by Mr. Schwab.

Considering the locality by sections, it is found that in the southwestern section, including Westport west of Charles street, Baltimore, over \$6,000,000 is represented in improvements of 16 separate interests; in the section east of Charles street and near Pratt street \$16,000,000 is represented in improvements of 34 separate developments, while in the northern section \$3,000,000 is being expended by a dozen different concerns, and in the Curtis Bay section, as described in the MANUFACTURERS RECORD of January 17, more than a score of concerns are pending a total of \$6,000,000, while the Government is building a quartermaster's supply station and ordnance depot to cost upwards of \$5,000,000, and besides the building inspector's reports show that nearly \$7,000,000 was represented in expenditures within Baltimore city proper for dwellings and allied construction. In addition, there was similar building activity in the outlying suburbs for which there are no records. Besides the major projects under way, many small plants are spending sums totaling thousands of dollars, and at least 87 manufacturing made improvements and additions during 1917, according to the building inspector's reports.

The work has gone on so quietly that few persons other than those intimately associated with the work realize the extent of building operations during the year. This year will see just as large projects launched and completed and the activity extend to adjacent sections and other concerns.

The most extensive operations in the city centered in the Canton section. The Canton Company completed improvements consisting of piers, warehouses and factory buildings at a cost of nearly \$1,500,000, taking place over a period of more than a year. On the company's land near 16th street and the Baltimore & Ohio Railroad the construction of a mammoth depot for the Quartermaster's Corps has begun, and will cost ultimately \$2,000,000. It will consist of warehouses, barracks, mess halls and officers' quarters. The Canton Railroad, owned by the company, greatly increased and improved its terminals and yards to handle the big increase in business that has resulted from the location of new factories there. An enormous tract of land south of Fifth avenue and east of 33d street and extending to the waterfront on Colgate Creek has been taken over for use in construction of a huge army repair depot, one of three to be built on the Atlantic seaboard. It will consist of a total of 75 buildings, and cost \$2,000,000. In addition, a munitions depot is under construction at the old animal quarantine near the Turners Station plant of Bartlett-Hayward Company. The Electrolytic Zinc Co., Inc., added extensive improvements to enable greater production of zinc oxide and increase the capacity of the soldering flux and tinning fluid departments at its plant corner of 16th street and Second avenue, Highlandtown.

The Consolidated Gas, Electric Light & Power Co. completed a large fireproof substation at Canton, 157 feet long, 57 feet wide and 35 feet high, to take care of the great increase in demands for power. It has a transformer capacity of 50,000 kilowatts, which is considerably above the capacity of any other of the company's substations. To provide for the great increase in supply of gas from the coke ovens at Sparrows Point, a new transmission line five miles long of 30-inch cast-iron pipe and 3300 feet of 24-inch flanged-steel pipe is being laid by the company. Work is also proceeding on a mammoth gasholder at the Canton plant.

The Baltimore Manufacturing Co. has begun improvements and additions to its plant at Central avenue and Bank street, to cost \$350,000. It will consist of an annex 100x200 feet, three stories high, of steel and con-

crete construction, and renovation of the present plant and installation of new and modern machinery. The output will be increased to five times the present output.

The mammoth new plant of the Crown Cork & Seal Co., covering a tract of 35,000 square feet and having a floor area of about five acres, is practically complete. It is a five-story structure, of brick and steel construction, with steel sash, and is the largest factory building of its kind in the State.

The new plant of the Baltimore Oil Engine Co., at 31st street and Eastern avenue, was completed at a cost of \$100,000, consisting of a fireproof building 100x200 feet and three stories high.

The Savarese Macaroni Co. of Brooklyn, N. Y., placed its new plant at 9th and Baltimore streets in operation also. It is built of concrete skeleton frame, with brick walls, and construction work was begun late in 1916.

Extensive improvements and additions have been under way during the year at the Baugh Chemical Co. plant at Clinton avenue and 11th street, Canton, consisting principally of sulphuric acid units of modern fireproof construction.

Steady development of the mammoth oil refinery of the Standard Oil Co. continued throughout the year, and much of the unoccupied land owned by the company has now been utilized. Likewise at the plant of the Baltimore Copper Smelting & Refining Co. steady improvement has taken place, having started early in 1916. At Sollers work has ceased during the winter months on the \$1,500,000 plant of the Aluminum Ore Co., owing to delays in shipment of materials, but unloading gangs are at work to receive materials, and when warm weather arrives the plant will be speedily completed. The Coconut Products Co. will shortly begin the complete operation of a new plant at 15th street and Eighth avenue, on a tract purchased from the Canton Company, and representing an investment of about \$120,000. Another plant that located in the section during the year was the Baltimore Machine & Decorating Co. at First avenue and 9th street at a cost of \$15,000.

In the southern and southeastern sections of Baltimore the biggest improvements have been the completion of new shipbuilding plants and improvements to established plants at a cost of more than \$5,000,000. The Baltimore Dry Docks & Ship Building Co. will shortly complete a new plant at a cost of \$1,000,000, while the Coastwise Shipbuilding Co. and H. E. Crook Company, Inc., builders of wooden shops, each added extensive improvements during the summer months, while smaller plants were improved. The new \$1,500,000 bridge and roadway connecting Baltimore city, Baltimore and Anne Arundel counties was completed and placed in operation during the summer.

The Consolidated Gas, Electric Light & Power Co. has completed a large purifying plant at Spring Gardens, 90x222 feet, of brick and steel construction, three stories high.

The National Enameling & Stamping Co. has just placed in complete operation an addition to its plant at Race and Ostend streets, consisting of a three-story building 65x75 feet. The Dixie Manufacturing Co. added a two-story building 60x120 feet to its plant at Russell and Stockholm streets, at a cost of about \$25,000.

The Western Maryland Railroad added extensive improvements to its yards at Port Covington, including reclamation of swamps and lowlands, grading of property west of Light street and laying additional tracks on the newly-made land. In addition, a new roundhouse was erected and the old one at Westport was razed.

The American Propeller Co. will shortly complete a new \$100,000 propeller manufacturing plant at Jackson and Gittings streets, near the Key Highway. It will also build a three-story office building to cost \$30,000 on the same tract. Its output will be increased four times.

The Baltimore & Ohio Railroad expended hundreds of thousands of dollars at Locust Point during the year in dredging work and construction of piers. There are now 10 piers at the terminals, and the channel leading



to them has been deepened to 35 feet. Pier 3 was completed in January. It is 30 feet wide and 630 feet long, of wood piles and concrete walls, with dirt center, having four tracks upon it. Pier 6 was completed in October, being one of the largest ever built in this section. It is 150x900, of double-deck construction, with lower floor of concrete and top floor of wood on steel girders, with galvanized-iron sides and Barrett specification roof. Pier 9 has just been completed and placed in use. It is 160x800 feet, 200 feet being upon the bulkhead. It has a one-story building upon it and three railroad tracks. Work on Pier 8, which is somewhat larger than Pier 9, is being rushed. It is to have a steel and galvanized-iron superstructure.

The Kennedy Foundry Co. completed a one-story foundry of brick and steel construction at Charles and Wells streets. The Baltimore Gas Appliance & Manufacturing Co. is adding a large foundry building 137x530 feet to its plant at Bayard and Hamburg streets for increase in output of gas heaters and ranges. The Baltimore Tube Co. is rushing construction work on a number of additional units at Wicomco and Ostend streets, after acquiring additional land in the section. The improvements consist of a modern machine shop, rolling mill for producing brass and copper plates, and a casting shop. The McNamara Bros. Co., Inc., is completing extensive improvements to its plant at Ransdell's Wharf, near Bush street, to be used in manufacture of tanks and boilers. To enable the manufacture of electric traveling cranes at the plant of the Chesapeake Iron Works at Westport, large improvements have been completed, beginning last May. An addition 62x90 feet was added to the machine shop; one storeroom, 20x35 feet; one crane-erecting shop, 50x210 feet. The buildings are all of the customary mill type, with steel frames covered with wood siding and slag roof. The Bartlett-Hayward Company is spending upwards of \$2,000,000 in development of old and new plants in the southwestern section. It recently purchased a tract of about 40 acres on Columbia avenue, and construction of its fifth plant in the city has begun. At the Gunpowder street plant many additions of temporary frame construction are being added, while at the main plant on Scott street a number of permanent units have recently been added.

In the remaining section of the city the feature improvement is that of the Poole Engineering & Machine Co. at Woodberry, which will cost over \$500,000. It consists of a brick and steel building 154x504 feet to be used in manufacturing naval guns. Work was commenced about three months ago, and it will be but a short time before the entire plant will be in operation. Work on improvements to the Baltimore Roofing & Asbestos Manufacturing Co. at Asbestos, Md., has stopped until the opening of warm weather, when work will begin with renewed vigor. Improvements costing about \$65,000 were completed recently at the plant of the International Wood & Paper Products Corporation, 117 Calverton road, consisting of a four-story factory 40x107 feet of fireproof construction, a boiler-house 35x35 feet and a lumber shed 25x50 feet. Black & Decker Manufacturing Co., 105-115 S. Calvert street, have just placed in operation a new factory 60x200 feet, one story high, at Towson, on a tract recently purchased. The plant will make electric drills, air compressors and similar machines.

During the year upwards of \$300,000 was expended by the Maryland Coal Co. at Lonaconing, including construction of continuous kilns 85x300 feet and a main building 85x900 feet. The Warren Manufacturing Co. of Baltimore county, now operating the mills at Warren and Phoenix, recently added additions at the Phoenix mill consisting of a three-story brick structure 70x83 feet, for use as a twisting and picking mill; a one-story mixing-room, 24x40 feet; a one-story warehouse, 40x80 feet, and renovation of the entire plant. The Shawinigan Electro Products Co. has more than doubled the output of its plant south of the Philadelphia area as a result of improvements completed last year, representing an investment of \$200,000. Two new furnaces were added during the year, making the total capacity 32,000 kilowatts. The capital was increased to \$700,000 from the previously authorized capital of \$500,000.

Extensive improvements and additions have just been added to the Hess Steel Corporation plant at Pennsylvania Railroad and East avenue, and plans for 1918 call for new buildings and improvements. With the improvements the plant will be able to handle a contract of 2000 tons of electric alloy steel monthly. The main

items of new equipment are as follows: Melting building, 140 feet long and 57 feet wide, designed with columns so spaced as to carry cranes of 15 tons capacity on a 50-foot span; a pouring building 50 feet long, lean-to in connection with the main melting building of fireproof construction 21 feet wide by 110 feet long. In addition, approximately 500 feet of outdoor crane-ways are being installed. Among the new equipment purchased or contracted for are four six-ton Herould electric melting furnaces, three 15-ton electric cranes, one complete water-cooling and circulating system, narrow-gauge track scales, cars and general equipment.

### Truck Farmers Freely Buy Liberty Bonds.

Mr. A. Jeffers, of Norfolk, in a letter to the MANUFACTURERS RECORD calls attention to the zeal of the truckers of that section in making subscriptions to Liberty Bonds and in the course of his letter says:

At this time, when subscriptions are being made for the third issue of Victory Bonds, it may be well to call attention to the acts of one organization of farmers in our part of the State.

When the canvass was being made for the first Liberty Bonds, the Southern Produce Co. turned its regular annual meeting into a booster meeting in aid of the Red Cross and the Liberty Bonds and waived the election of its officers and the transaction of regular business, putting it over to a later date. At this meeting every member present joined the Red Cross and paid his dollar. In addition to this the company voted a subscription of \$5000 for Liberty Bonds.

At a recent meeting of the board of directors of the company, one of the items of business which came up for action was the authorizing of the regular annual dividend. For several years a dividend of 20 per cent. has been issued to the stockholders of this company, comprising more than 300 tillers of the soil in the Eastern or "Tidewater" portion of Virginia. A member of the directory arose at once after the dividend was voted and moved that the vote to declare the dividend be reconsidered, and instead another \$5000 worth of Liberty Bonds be taken by the company. No argument was needed, and the bonds were voted in an instant.

In addition to this it is found that a great majority of the members of the company have taken out bonds individually. It is said the total amount will reach \$70,000. Many of the truckers are stockholders in different banks in Norfolk and in Portsmouth and these banks have subscribed liberally, and it is quite probable that the Southern Produce Co. as a body, and as individuals have made a record hard to excel. This, too, in face of the fact that, owing to lack of labor and freight congestion, the truckers have lost at least \$250,000 during the past few months, in the loss of perishable products, owing to delay in freight. Isn't this an example for other organizations to follow?

### Big Carolina Timber Development.

Maryland and North Carolina lumber manufacturers have organized the White Lake Lumber Co. of Garland, N. C., for the purpose of developing 11,000 acres of timber land, estimated to contain 40,000,000 feet of North Carolina pine, 25,000,000 feet of cypress and 35,000,000 feet of other timber. A 15-mile railway has been constructed, locomotives with logging cars and other rolling equipment have been purchased and mills for sawing, planing, lath and shingle manufacture, etc., have been built. This company's officers are: C. A. Trantum, president; R. M. Rupp, vice-president; William A. Danzer, secretary; all of Hagerstown, Md.; Troy I. Herring, treasurer, Rossboro, N. C.

### Many New Canning Factories in Louisiana and Mississippi.

New Orleans, La., April 26—[Special.]—The manufacture of tomato paste, originally a product of Italy, and which was very largely imported before the war, is growing with astonishing rapidity, and plants of this kind, all of them small, are springing up in almost every little farming town in Louisiana and Mississippi.

Italians are leading in this movement, and in many instances they are erecting plants for the canning of other vegetables in conjunction with their tomato-paste factories. As far as this section is concerned, vegetable canning activity was never so pronounced as now.

### Texas Shipping Thousands of Carloads of Food to West and North—Increased Corn Yield Promised.

Austin, Tex., April 27—[Special.]—Unseasonably cool weather during the last two weeks of April had an injurious effect on the cotton crop of Texas. All of the early planting in the southern and central portions of the State is very backward in its growth. Considerable complaint is made of poor stands and much replanting has been necessary. Notwithstanding the energetic campaign that has been waged for a larger production of feed and foodstuffs indications at this time point to fully as large an acreage in cotton this season as there was last year, except in the western part of the State, where but little cotton will be planted on account of the protracted drought.

Thinning of the plants in the cotton rows is now under way. The fact that this work has to be performed by hand labor makes the shortage of field workers of serious moment in many localities. The recent heavy rains in portions of the cotton-growing belt have also produced a rank growth of weeds and grass, which makes the cotton chopping process all the harder. There is lacking this season the usual movement of Mexican laborers from Rio Grande border points to the cotton plantations in the interior portions of Texas. The Mexican Government is said to have put a ban upon the native laborers of that country going into Texas for the purpose of securing employment. At any rate many planters are feeling the shortage of this class of labor. Another factor that is contributing to the labor shortage upon the farms is the drawing into the army of many negroes of the towns and cities who have been in the practice heretofore of spending periods of a few weeks each year doing farm work.

Prospects for the corn crop in Texas are brighter than for several years. The rains have been seasonable and just enough to contribute most fully to the growth of the plants. It is estimated that the corn acreage will be about the same as last year, with the indications at this time that the yield will be double that of 1917. More care than usual was given to the selection of seed and the most approved methods of cultivation are being carried on.

Spring oats is doing splendidly and promises a large acreage. There will be a big shortage in the wheat yield due to the ruinously dry weather in the Panhandle, where thousands of acres of wheat have been plowed under in order that the land may be planted in maize and Kafir corn.

The biggest Irish potato crop in the history of Texas is now being grown. How many millions of bushels will be produced is hard to say, but it will be far more than sufficient for the domestic demand, it is stated. In the section around Eagle Lake, where the growing of Irish potatoes for the early markets is a big industry, details for the purchase of the crop are already being entered into. One farmer, Dr. Otto Rogers, has sold his 60 per cent. interest in 900 acres of Irish potatoes to a Chicago firm for 75 cents a bushel loaded on the cars at Eagle Lake. It is estimated that the 900 acres will give a yield of approximately 180,000 bushels. Dr. Rogers expects to receive from his 60 per cent. of the yield about \$80,000. The early Irish potato crop of Texas will amount to about 10,000 cars, most of which will be shipped to Northern and Eastern markets.

Besides the early potato crop which is beginning to move, there are now being shipped each week hundreds of cars of Bermuda onions from south Texas points. According to the statement of James N. Darrow, special agent of the Federal Food Administration in Texas, who recently made an inspection of the onion-growing district of Laredo and other localities of that section, the total shipments of that vegetable this season will be about 6500 cars, or 3,900,000 bushels, from approximately 18,000 acres. The outlook was favorable a few weeks ago for a total yield of about 18,000 cars of Bermuda onions in Texas, but the production has been materially reduced by the depredations of an insect known as thrips. Another destructive factor was a disease called pink, which attacked many of the fields. The onion crop is being marketed in a systematic way under the direction of the Federal marketing bureau. The shipments are distributed over the country, with the view to preventing any conservation of any one market. Prices to the growers range from \$1 to \$1.25 per crate of 57 pounds.

## Large Potash Recovery at Clinchfield Cement Plant

INSTALLATION APPROACHING COMPLETION IS DESIGNED TO SAVE FOUR AND ONE-HALF TONS DAILY—WILL LEAD ALL CEMENT MILLS OF THE COUNTRY.

Construction work is now rapidly proceeding on the potash precipitation plant which the Clinchfield Portland Cement Corporation is installing at its mills in Kingsport, Tenn. This is the second Southern cement company to install equipment to recover potash, and it is said that the Clinchfield plant will provide a larger output of potash than any other cement mill in the country.

The Clinchfield plant is designed to save about 4½ tons of potash per day, figured as K<sub>2</sub>O now lost.

This potash comes from the raw materials and is volatilized in the kilns, the hottest part of which is at a temperature of about 1400° C., and passes out of the stacks with the products of combustion. The principal source of potash is the shale used with the limestone for making cement, and it is estimated that by substituting feldspar in part for shale the potash can be considerably increased over the above figure. About 50 per cent. to 60 per cent. of the potash in the raw materials is volatilized and about 90 per cent. of this can be recovered by the apparatus to be installed. The volatilization can be greatly increased by employing salt in the raw materials, so that by using some feldspar, which can easily be obtained here, and salt, the potash produced at this plant can probably be doubled over the present one. Incidentally, the equipment will also catch all dust now passing out of the stacks.

The system to be employed consists of the Cottrell or electrical precipitation process for catching dust and fumes. Included in the installation at this cement plant is a dry treater and a supplementary wet treater, together with apparatus for evaporation of the potash solutions obtained in the latter. A brief description of the plant is as follows:

The gases are led from the kilns by means of short flues into a large brick, concrete and steel flue at right angles to the latter. Dampers in the short flue and on the kiln stacks allow any kiln to be cut out of the system or operated independently of it at will.

The brick flue is connected to a Cottrell multiple pipe treater by means of a horizontal elevated steel flue. The top of the latter is composed of shallow pans in which the potash solution will be concentrated. The flue is provided with hopper bottoms and as all dust collected here is very low in potash, it is returned to the kilns.

The pipe treater catches most of the dust and some of the potash. It is of steel and terra-cotta and contains 320 pipes, each 16 feet long. The dust collecting here may be either returned to the kiln by conveyors or if high enough in potash may be sold for potash directly to fertilizer manufacturers or else the potash may be extracted and the dust returned to the kilns.

Draft for the kilns and for drawing the gases through the apparatus is provided by means of a fan which is interposed between the dry pipe treater and the wet treater. The latter is of concrete and consists of a novel departure in electrical precipitation worked out by the Western Precipitation Co., who control the Cottrell system for the cement industry. In this treater the gases will be made to pass in between two concrete walls, each of which is covered by a film of water constantly flowing over it. This water film acts as one electrode, and a number of wires spaced in between and equidistant from the two concrete surfaces acts as the other. The potash will be precipitated on the water film and goes into solution in this. There will be some dust deposited also, which is washed away with the water. The potash solution and suspended dust will flow out of the treater into concrete tanks, when the heavy dust will settle, after which the solution will be pumped back through the treater. As it becomes concentrated, due partly to solution of the potash deposited and partly to evaporation, it will be drawn off and fresh water added.

The strong potash solution so obtained will be pumped into clarifying tanks. The suspended dust

will be allowed here to settle and washed by decantation, the washing water being sent to the treater. The potash solution will be concentrated largely in the pans over the flues and finished pans heated by direct fire located on the ground. The crystals are to be dried in a small rotary dryer, when they will be ready for the market. The potash salt obtained will consist largely of potassium and sodium sulphates and chlorides with a trace of sulphites.

The current used for precipitation is obtained from the main power plant of the company, where it is generated as 3 phase, 440 volts, 60 cycle A. C. This current is led to a rectifier-house, where it is transformed to single phase, 60 cycle, 75,000 volts, and is then passed through a mechanical rectifier, which gives a 75,000-volt unidirectional current for use in the treaters.

Work was started on the plant in December, but was held up both at Kingsport and at the steel fabrication shops due to the railroad embargoes of the winter. The plant was designed and is being built by Richard K. Meade & Co., Law Building, Baltimore, Md., and it is anticipated will be in operation July 1.

### WOULD MAKE NEWSPRINT PAPER FROM SOUTHERN WOODS.

Northern Manufacturer Points Out Possibility of Developing New and Important Industry in the South.

Regarding the possibilities of building up an industry in the South for the manufacture of newspaper by a mechanical instead of a chemical process, Mr. E. F. Millard of Hopkinton, Mass., writes the MANUFACTURERS RECORD as follows:

"In the investigation of the cost of newsprint paper by the Federal Trade Commission it was claimed by the International Paper Co. that spruce pulpwood was costing \$20 a cord at their mills. The Government, as you no doubt know, appropriated money to build an experimental ground-wood plant at Wausau, Wis., to be run under the direction of the officers of the United States Government for its Forest Product Laboratory of Madison, Wis. In connection with these officers there was appointed an advisory committee, made up of managers of paper mills, all of which were located in the State of Wisconsin. The writer suggested to those in control of this plant that mechanical ground woodpulp could be made from the soft woods of the South, such as cottonwood, gum and other woods of this character. One of this committee, in fact the chairman, G. F. Steele, informed me that the mills producing newsprint paper were all located in the North and that there was no soft wood of any amount in the North, and they did nothing to prove or disprove that paper could be made from soft wood.

"The writer has been a practical pulp maker since 1884. I have ground basswood grown in the North, which is very much like the cottonwood of the South, which made a fiber that would make a sheet of paper. I have been trying to get this matter before parties who would appreciate the benefit this would be to the South.

"You can readily see it must be a Southern party that I must interest. The above could be made plain to anyone understanding natural forces and the laws governing them without making a practical demonstration.

"As against chemically reducing wood and other material to a fiber for the manufacture of paper, the writer has spent years on a process to reduce raw wood mechanically to a fiber that can be manufactured into a commercial sheet of newsprint or wrapping paper without the use of any other fiber. The reason that this has not been accomplished heretofore is because the manufacturers of wood paper do not realize or have ignored the fact that where two or more independent forces are used in manufacturing to produce a finished

product these forces must be used according to the laws governing these forces. Otherwise one force will react on the other to such an extent that a uniform result in any finished product will not be possible. Because of this fact the manufacturers of wood paper in the North are restricted to spruce wood for the manufacture of their ground wood fiber, and from which they do not realize over 50 to 60 per cent. of fiber and 40 to 50 per cent. of non-fibrous material in the product. By using the forces required to produce ground wood fiber scientifically, soft wood can be converted into a pulp containing 100 per cent. of fiber.

"Because of the interest you take in anything that is beneficial to the South, I am taking the liberty to ask you if you know of any man or combination of men who would look into this matter with me. If so, I will be glad to meet them and make it plain to them that a merchantable newsprint paper can be made from the softer woods of the South at a much less expense than now costs the mills in the North. I will undertake to make it plain to them that the above statement is correct without their having to build a mill to demonstrate it."

### Soy Bean Acreage in North Carolina Greatly Increased.

Raleigh, N. C., April 23.—[Special].—A survey of North Carolina has just been completed by the county agents with respect to the cultivation of the soy bean. The United States, the State and in some cases the counties have taken the matter up and have urged a far greater acreage.

The MANUFACTURERS RECORD has had and is having a vast influence in the introduction of the soy bean to the American public and of the American public to the soy bean.

North Carolina has the honor of already leading all the United States in the production of soy beans and yet has not done a hundredth part of what it can do.

The reports of the county agents have been carefully inspected, and so far they show a greatly increased acreage. County Agent Boyd reports 18,000 acres in Sampson, a southeastern county, noted for its fine huckleberries, which have a great vogue in the big Northern markets, it being the largest producer of these berries in the United States by far, and they are shipped by the trainload. Sampson has a fine trade in green sugar corn, specially grown for the great markets. It will treble its soy-bean acreage.

Wake county, of which Raleigh is the county-seat, will have at least 2500 acres in soy beans; Nash, 1000; Greene, 3000; Edgecombe, 5000; Halifax, 2500; Martin, 1000; Bladen, 2000—all these being eastern counties. Burke, at the foot of the Blue Ridge, will have 1200 acres; Union, near Charlotte, 2000; Rutherford, 2500; Cherokee, farthest west of all, and on the border of Tennessee, 1500; Clay, also in the extreme west, 1000 acres.

Two emergency men are now in the field, and for the next three months will spend their time in the field encouraging soy bean planting and giving complete instruction as to planting, cultivation and harvesting.

FRED A. OLDS.

### Successful Plan to Secure Markets for the Farmer.

Baton Rouge, La., April 18.—[Special].—The Louisiana Bureau of Markets, which was established by Harry D. Wilson, commissioner of agriculture, a little over a year ago, has become one of the big business institutions of the State. Figures given out this week show that the bureau has marketed agricultural products to the value of more than \$5,000,000 during the past year.

The Market Bureau brings the producer and the consumer together, enabling the farmer to sell his products at reasonable prices and showing the consumer how he can get his wants supplied without paying excessive profits to middlemen.

The Market Bureau will aid a farmer in marketing everything that can be produced on a farm, from peanuts to livestock, and will help a consumer to find what he wants, no matter what it may be in the agricultural line. Over \$1,000,000 worth of livestock were sold through the Market Bureau during the past year.

The Market Bureau has grown to such large proportions that the Legislature will be called upon to increase the appropriation for its maintenance and support.



# American Electrochemical Society Inspecting Southern Water Power and Mineral Resources

[Special Correspondence Manufacturers Record.]

Kingsport, Tenn., April 29.

Filled with enthusiasm at the prospect of seeing at first hand some of the extensive water-power and mineral resources available in the Appalachian South for electrochemical and electrometallurgical industries, nearly 125 members of the American Electrochemical Society are journeying through the Appalachian South this week on a special tour of investigation.

Those making the trip are keenly anticipating the opportunities offered of visiting the many established plants and the prospects for further developments as provided for in the program.

This is the first time the society has ever held a convention in the shape of a tour, as their meetings heretofore have been at some one place. When this trip was first suggested it was such an innovation from the usual custom that a number of members were in doubt that it would be a success. These doubts, however, were considerably lessened after they had boarded the train at Washington, and found the splendid accommodations provided for the journey and an elaborate program that would give them a chance to see many of the very things in which they were mostly interested. Whatever doubts might have remained as to this trip were completely swept away after the reception on the first day at Johnson City and Kingsport, at both of which places committees of representative business men were on hand to provide for every comfort of the visitors and give them an opportunity to see everything they wanted to visit.

A number of those making the journey have visited some portion of the South heretofore, but most of them are coming now for the first time, and the statement was made by several representative men that had such a section as this been available through legislation that would have permitted the development of big water-powers in the Appalachian South that this would have been the center of industry.

This tour is being undertaken for the direct purpose of ascertaining what the Appalachian South has to offer as a future location for these types of industries. The society was largely influenced in making this trip through an inspection of the varied resources of the South shown by the exhibits of Southern railroads at the last National Exposition of Chemical Industries.

Also the MANUFACTURERS RECORD has repeatedly brought to the attention of the officials of the society some facts regarding what the Appalachian South could offer, and has urged upon the society that the only way in which to determine the possibilities was for the society to make a visit to this section and see at first hand what the Appalachian South has to offer.

The points to be visited include: Johnson City and Kingsport district, April 29; Knoxville district, April 30; Chattanooga district, May 1; Muscle Shoals district, May 2; Birmingham district, May 3, and Anniston district, May 4.

Arrangements have been made to enable the visiting scientists and electrochemical experts to gather at each place a fund of information outlining the resources offered by the different sections, thus giving the visitors the opportunity to thoroughly acquaint themselves with the special resources in which they may be particularly interested.

Those making the trip include many of the foremost electrochemical experts who have contributed to make possible America's supremacy in these industries, and, as stated by the MANUFACTURERS RECORD editorially in its issue of April 25, it is believed that the visit of this society is one of the most important that has ever been brought to the South.

Included in the party are a number of guests of the American Electrochemical Society, in addition to members, several of whom are accompanied by their wives. Members and guests are as follows:

Y. Amenomiyama, engineer, Asahi Glass Co., Osaka, Japan.  
J. T. Baker, manufacturing chemist, J. T. Baker Chemical Co., Phillipsburg, N. J.  
Wm. H. Beck, electrical engineer, Crown Cork & Seal Co., Baltimore, Md.  
Geo. M. Berry, chief chemist, Halcomb Steel Co., Syracuse, N. Y.  
Dr. R. P. Calvert, experimental station, E. I. du Pont de Nemours & Company, Wilmington, Del.

S. C. Carrier, sales engineer, Westinghouse Electric & Manufacturing Co., New York city.

W. H. Carrier, president, Carrier Engineering Corp., makers of air-conditioning systems, New York city.

Ralph T. Chace, salesman, Westinghouse Electric & Manufacturing Co., Niagara Falls, N. Y.

E. H. Clapp, vice-president, Penobscot Chemical Fibre Co., Boston, Mass.

F. G. Cottrell, expert, Bureau of Mines; inventor of the Cottrell system of electrically precipitating fume and smoke, Washington, D. C.

Alfred H. Cowles, the Electric Smelting & Aluminum Co.; electric-furnace pioneer and inventor, Seward, N. J.

A. C. Cummins, electrical engineer, Carnegie Steel Co., Duquesne, Pa.

R. W. Davis, Jr., Jenkintown, Pa.

Herman Dedichen, student, Massachusetts Institute of Technology, Cambridge, Mass.

J. B. Douthett, Clemmons, N. C.

F. P. Dunnigton, professor of analytical and industrial chemistry, University of Virginia, Charlottesville, Va.

J. V. N. Dorris, president Dorris Company, New York city.

Howard Ecker, Jr., with the Lamle Chemical Co., W. Va., Cincinnati, O.

Harrington Emerson, president, the Emerson Company, New York city.

H. B. Faber, with the Industrial Filtration Corp., New York city.

C. G. Fink, president of the Society, director of research, Chile Exploration Corp., New York city.

J. A. Fogarty, assistant superintendent, electrolytic plant, Brown Company, Berlin, N. H.

Richard H. Gaines, chemist, New York Board of Water Supply, New York city.

H. Gesell, with the Hammerschlag Manufacturing Company, Garfield, N. J.

A. E. Gibbs, manufacturing chemist, with the Pennsylvania Salt Manufacturing Co., Philadelphia, Pa.

Chas. B. Gibson, industrial department, mill section, Westinghouse Electric & Manufacturing Co., East Pittsburgh, Pa.

G. C. Given, chemist, Atlas Powder Co., Tamaqua, Pa.

M. L. Griffin, manager, chemical and electrochemical department, the Oxford Paper Co., Rumford, Me.

L. S. Holstein and W. S. Hooley, chemists, New Jersey Zinc Co., Palmerton, N. J.

A. M. Hamann, electrical engineer, Niagara Electrochemical Co., Niagara Falls, N. Y.

Carl Hering, past president of the Society; past president of American Institute of Electrical Engineers; consulting electrical engineer; electric-furnace inventor, Philadelphia, Pa.

A. T. Huckle, chairman of the publication committee of the Society; chemist, with the National Carbon Co., Niagara Falls, N. Y.

K. Hiroo, professor, School of Technology, Osaka, Japan.

B. H. Hite, chief chemist, West Virginia Agricultural Experiment Station, Morgantown, W. Va.

Geo. B. Hogaboom, research laboratory, Scovill Manufacturing Co., Waterbury, Conn.; specialist in electroplating, New Britain, Conn.

R. P. Hommel, registrar and assistant to the secretary, American Electrochemical Society (Lehigh University), South Bethlehem, Pa.

A. H. Hooker, Hooker Electrochemical Co., Niagara Falls, New York.

W. H. Irwin, chemist, Swift Company, Chicago.

K. Inui, electrochemist, with Mitsubishi Company, Tokyo, Japan.

Fusanohu Isobe, chief engineer, oil department, Suzuki Company, Japan.

F. G. Lijerth, consulting engineer, Du Pont Company, Wilmington, Del.

D. W. Jayne, with the Barrett Company, manufacturers of coke-oven by-products, New York city.

Lyman C. Judson, sales engineer, Acheson Graphite Co., Niagara Falls, N. Y.

Yogoro Kato, professor, Tokyo College of Technology, Asakusa, Tokyo, Japan.

H. W. Kellogg, general manager, National Electrolytic Co., Niagara Falls, N. Y.

Samuel L. Kent, president and general manager, Philadelphia Hydroelectric Co., Philadelphia, Pa.

Ralph Knudsen, student, Massachusetts Institute of Technology, Boston, Mass.

J. Kurahashi, Government student, studying coke plants, Tokyo, Japan.

Casimiro Lana, assistant in electrochemistry, Massachusetts Institute of Technology, Cambridge, Mass.

A. B. Larchar, Penobscot Chemical Fibre Co., Great Works, Me.

Erle A. Lof, electrical engineer, General Electric Co., Schenectady, N. Y.

Ernst Mueser, Aluminum Co. of America, Niagara Falls, New York.

Chas. G. Maier, research chemist, Phelps Dodge Corp., copper producers, New York city.

Charles A. Mann, professor of chemical engineering, Iowa State College, Ames, Ia.

D. L. Mathias, metallurgist, Mackintosh, Hemphill & Company, Pittsburgh, Pa.

W. Wallace McKaig, Cumberland Steel Co., Cumberland, Maryland.

Millard W. Merrill, Chile Exploration Corp., Salisbury, Massachusetts.

Dwight D. Miller, secretary for Electrical Development, Inc., New York city.

R. W. E. Moore, general engineer, Westinghouse Electric & Manufacturing Co., East Pittsburgh, Pa.

H. A. Morin, general manager, Nieu Steel Corp., Ltd., Sudbury, Ontario, Canada.

J. Malcolm Muir, business manager, Metallurgical and Chemical Engineering, New York city.

H. C. Neeld, Carborundum Co., Niagara Falls, N. Y.

E. F. Northrop, Palmer Physical Laboratory, Princeton, New Jersey.

S. Nakahara, engineer, Asahi Glass Co., Osaka, Japan.

Chas. R. Parkinson, chemist, Ohio Salt Co., Pittman, O.

H. C. Parmelee, managing editor, Metallurgical and Chemical Engineering, New York city.

R. H. Pickens, Southern Utilities Co., Clemmons, N. C.

E. F. Qualinace, Herrold China & Pottery Co., Gold-ton, Cal.

Henry E. Randall, Jr., power sales engineer, Shawinigan Water & Power Co., Montreal, Quebec, Canada.

Jos. W. Richards, professor of metallurgy, Lehigh University; secretary of the Society; member of United States Naval Consulting Board, South Bethlehem, Pa.

W. D. Richardson, chief chemist, Swift & Company, Chicago, Ill.

E. G. Rippel, sales manager, Buffalo Foundry & Machine Co., Buffalo, N. Y.

Chas. F. Roth, chairman of the committee in charge of this meeting; manager, National Exposition of Chemical Industries, New York city.

G. A. Roush, assistant secretary of the Society; assistant professor of metallurgy; editor of mineral industry, Lehigh University, South Bethlehem, Pa.

E. C. Sullivan, Corning Glass Works, Corning, N. Y.

E. M. Symes, Hercules Powder Co., Wilmington, Del.

Pedro G. Salom, treasurer of the Society; storage-battery inventor; electrochemical engineer, Philadelphia, Pa.

Walter M. Saunders, consulting engineer, Providence, Rhode Island.

W. M. Saunders, Jr., Providence, R. I.

Carl G. Schluederberg, chairman membership committee of the Society, with the Westinghouse Electric & Manufacturing Co., Pittsburgh, Pa.

E. Kilburn Scott, New York city.

F. T. Snyder, vice-president, Industrial Electric Furnace Co., Chicago, Ill.

C. C. Spelden, president, Innis, Spelden & Company, New York city.

H. N. Spicer, metallurgical engineer, the Dorris Company, New York city.

Wm. H. Stone, Manufacturers Record, Baltimore, Md.

E. K. Strachan, research chemist, National Auline & Chemical Co., Buffalo, N. Y.

Kozo Tabata, electrochemical engineer, Pippon, Japan.

Yasuo Takikawa, student in electrometallurgy, Lehigh University, South Bethlehem, Pa.

Tadashi Tanabe, assistant professor of metallurgy, University of Kyushu, Japan; graduate student, Lehigh University.

M. de Kay Thompson, assistant professor of electrochemistry; author of "Applied Electrochemistry," Massachusetts Institute of Technology, Cambridge, Mass.

L. S. Thurston, engineer and salesman, power and mining department, General Electric Co., Schenectady, N. Y.

F. J. Tone, general manager of the works of the Carborundum Co., Niagara Falls, N. Y.

T. M. Uptegraff, Dedan Paper Co., Niagara Falls, N. Y.

L. D. Vorce, general superintendent, Canadian Salt Co., Windsor, Ontario, Canada.

G. D. Van Arsdale, consulting chemist, Phelps, Dodge Company, New York city.

R. H. Whitney, Barrett Company, New York city.

H. Lee Ward, instructor, School of Chemistry, University of Minnesota, Minneapolis, Minn.

Joel H. Watkins, economic geologist, Southern Railway Co., Washington, D. C.

J. M. Weiss, the Barrett Company, manufacturers of coke-oven by-products, New York city.

G. E. Weissenburger, president, Keokuk Electro-Metals Co., Keokuk, Ia.

R. H. White, research engineer, Norton Company, Niagara Falls, N. Y.

N. T. Wilcox, sales manager, Mississippi Power Co., Keokuk, Ia.

C. A. Winder, resident agent, General Electric Co., Niagara Falls, N. Y.

Chas. Wirt, Wirt Company, Philadelphia, Pa.

C. S. Witherell, metallurgical engineer, Chile Exploration Co., New York city.

J. L. McK. Yardley, engineer, Westinghouse Electric & Manufacturing Co., Pittsburgh, Pa.

## Motor Trucks in Tampico Oil Fields.

Motor trucks are rapidly coming into general use in the oil fields of the Gulf coast region of Mexico, according to reports from Tampico. It is stated that practically all of the American and British companies operating in the different producing districts adjacent to Tampico have adopted motor trucks as a means of transporting their camp supplies and much of their drilling and pipe line materials. Many new and well improved roads have been constructed by the oil companies and localities in the tropical wilderness that were formerly almost inaccessible are now connected with the outside world by good motor truck roads.

# New Texas Oil Fields

## A Center of Great Activity

By M. E. MARTIN, Dallas, Tex.

Central North Texas at this time is the center of interest of oil development in the Southwest. Recently activities in what is known as the Pennsylvania strata have opened up new fields which are attracting the attention of the largest producers and refiners of the country.

The Pennsylvania strata is said to cover a stretch of territory in North Texas extending from the Red River southward through Clay, Archer, Young, Jack, Wise, Stephens, Palo Pinto, Eastland, Comanche, Brown, Coleman, Mills, McCulloch and San Saba counties. This strata has been opened up in Eastland and Stephens counties at a depth of from 3200 to 3500 feet.

When the Texas & Pacific Coal Co. brought in its first big well in Ranger, in Eastland county, October 25, at a depth of 3400 feet, well-posted oil men realized that an entirely new field had been discovered. This well is known as the McClesky well, and at the time it was brought in was said to be producing about 250 barrels per day of high gravity paraffine base oil. It later developed a flow of 1700 barrels. This well is said to be producing at the present time 750 barrels per day.

Immediately upon the bringing in of this big well, territory extending from Young county southward was covered by lease men and operators until at this time the entire section known as the Pennsylvania strata is under lease. There are at present approximately 300 wells being drilled in what is known as the Central North Texas field, in shallow and deep sands.

The Texas & Pacific Coal Co. had under lease an enormous acreage in Eastland and Stephens counties, and it opened up negotiations with the Prairie Oil & Gas Co., with the result that the latter company became heavily interested in the lease holdings of the Texas & Pacific Coal Co. The Prairie Oil & Gas Co. is drilling a number of wells in Eastland and Stephens counties, and it is understood that it is preparing to build a pipe line into the Ranger field from Cushing, Okla. At the present time the same company is erecting a large tank farm at Ranger to take care of the immediate production.

The Sinclair Oil & Gas Co. is making surveys for a pipe line to extend from Healdton through Ranger to Houston. The Texas Company has recently announced its plans to extend its pipe line from Dallas through Ranger to Breckenridge, connecting there with its line extending to Moran.

Since the original Texas & Pacific Coal Co.'s McClesky well was brought in the company has brought in No. 1 Davenport, offsetting the McClesky well at 3430 feet. This well is reported to have a settled production of 750 barrels per day.

Immediately on the north of Eastland county is Stephens county. In the latter part of March the Texas Company brought in No. 1 Lauderdale, just south of Breckenridge, that tapped the sands at 3200 feet. This well began producing at 200 barrels per day. From reliable reports it is learned that the production soon ran to 1000 barrels, but because the hole is not in good shape it has dropped to about 500 barrels per day. This field lies northwest of Ranger field approximately 25 miles, in what is known as the Parks field. There are a number of producing wells in this field. The Texas Company No. 2 Lauderdale tapped an oil sand at 3200 feet a few days ago. The sand seemed good for a 200-barrel well, but they are drilling deeper into the sand, with the expectation of developing another big well. The Texas Company's No. 1 Sandage, 10 miles from Breckenridge, is the latest completion in this section and is flowing 50 barrels with the sand barely tapped.

The Texas Company Keithley well in Stephens county touched a sand several days ago at about 3200 feet. They are still drilling into the sand, and have the assurance of a good well.

In Young, Wise and Jack counties, to the north, there are a number of wells being drilled, and oil sands have been found at various depths, but as yet the Pennsylvania sands have not been penetrated. Near the village of La Cassa, in Stephens county, about 13 miles north of Ranger, the Prairie Oil & Gas Co.'s Rainey No. 1

came in as a gasser at 1965 feet, and it is said to have made about 25,000,000 feet of gas per day. This well has been spraying considerable oil, and it is at the present time shut down.

To the southward, in Brown county, a shallow field has been developed at approximately 240 feet, with a production at present in excess of 2000 barrels per day. The McGee well, known as No. 1 Waller, out some distance from the shallow field, struck gas sand at 1190 feet, and is said to be producing about 4,000,000 cubic feet of gas per day. There are a number of wells being drilled to the deep sands, which should be reached in the neighborhood of 2000 to 3000 feet.

In McCulloch county, immediately south of Brown, several derricks for deep tests have been erected. The Cunningham well, just south of the Colorado River near Milburn, was being spudded in last week. A shallow field near Lohn, in the northern part of McCulloch county, has been developed. The efforts of most of the companies at this time, however, are to pierce the deeper sands.

In Coleman county the Magnolia Petroleum Co. is drilling in what is known as the Morris field. No. 3 Morris well was brought in at approximately 3400 feet, and from the best reports the well developed about 100 barrels per day. This is about the same grade of oil as found in the Ranger field, to the northeast.

Among the other fields in Texas which are receiving great attention at this time are the Electra and Burkburnett fields, in Wichita county, in what are known as the red beds.

Another new field has been brought in during the last week in Shelby county, in the eastern part of Texas, a few miles east of the town of Center, on lands of the Pickering Lumber Co. The two wells brought in on this tract were drilled in at approximately 2900 feet, and are said to have developed about 100 barrels each.

Considerable activity is being shown in Nacogdoches county, where a shallow field is being developed. In the northeastern part of the State, in Delta county, one of the large companies is securing leases and beginning development.

Almost every county in Texas shows some indication of oil, and there are at present a great many companies wildcatting throughout the State.

In the Caddo district of Louisiana, just over the Texas line, the biggest well so far brought in was that in the Pine Island district during the early part of April, at a depth of 1700 feet. This well is owned by some Dallas parties, and is closed down in order to set the casing. The well was said to be producing at the rate of 15,000 barrels per day.

A new well producing 5000 barrels has just been brought in in Goose Creek, southeast of Houston, by the Buffalo Oil & Refining Co. There have been some new developments in the Damon Mound field in the past week by the Gulf Production Co., in which a 700-barrel well was brought in.

Attention is mostly centered at this time in developments around Ranger. Most of the larger companies having interests in Oklahoma and Kansas fields are prospecting in this new field, which has every indication of being a permanent field.

Either Fort Worth or Dallas will be the center of oil activities in Northern Central Texas. Fort Worth has for a number of years been the center of the cattle industry, both Swift and Armour having large packing plants in that city. Dallas has for a number of years been a large jobbing center, some of the largest wholesale concerns in the State being located in this city. The Federal Reserve Bank of the Eleventh District is located in Dallas.

The Pierce-Fordyce Oil Association, Magnolia Petroleum Co., the Oriental Oil Co. and the Royal Oil & Refining Co. at the present time have their general offices in Dallas. Other large companies are expected to open up their offices in North Texas as soon as enough production is obtained by them. Fort Worth is situated nearer the Ranger field. Dallas, on the other hand, is claiming preference on account of being situated midway between the various Texas, Louisiana and Oklahoma fields.

A map in colors is being mailed on request by the

Dallas Chamber of Commerce, showing the Pennsylvania strata and actual developments in Oklahoma, Louisiana and Texas.

One of the striking features of the oil situation in Texas is that within the last two weeks 10 wells have been brought in in various parts of the State representing an annual production worth \$13,000,000 at today's prices. The recent heavy rains over the State will relieve a very serious situation, because developments have been almost stopped for the lack of water. Within the next 30 days there will be a great deal of development in this territory, and more accurate information will then be obtainable as to the exact location of fields.

### Slight Increases in Coal and Coke Production.

The output of bituminous coal increased 366,000 net tons, or 3.4 per cent., during the week ended April 27, compared with the week previous, according to the weekly report of the Geological Survey for April 27. Total production (including lignite and coal made into coke) is estimated at 11,230,000 net tons, average production per working day of 1,872,000 net tons compared with 1,811,000 the previous week and 1,680,000 net tons in April, 1917.

Total production of beehive coke is estimated on basis of railroad shipments at 655,000 net tons, an average per working day of 109,000 net tons, compared with 112,000 net tons for the week previous.

Reports from operators of 4468 coal mines show production of 8,424,829 net tons, or 70.1 per cent. of full-time capacity, compared with 62.3 per cent. the week previous.

Losses attributed to car shortage amounted to 18.1 per cent., compared with 12.5 per cent. last week; to labor shortage 3.6 per cent., compared with 14.7 per cent.; to mine disability 3.4 per cent., as against 2.8 per cent.; no market losses 2.8 per cent., compared with 3.4 per cent., and losses due to all other causes 2 per cent., compared with 4.3 per cent.

During the week of April 6 miners' holidays and Liberty Loan Day caused the mines to work short-handed, and labor shortage was the principal factor limiting production. In the week ended April 13 the miners worked more regularly, and again, as in previous weeks, transportation was the principal factor limiting output.

Reports by the 63 principal beehive coke operators in the Connellsville and adjacent districts of Pennsylvania show production of 318,465 net tons of coke during the week ended April 20. The ratio of production to capacity increased from 67.8 per cent. during the week previous to 71.6 per cent. The improvement was made possible by an improved supply of cars, losses attributed thereto amounting to 10.9 per cent. of full-time capacity, compared with 13.9 per cent. for the preceding week. The same operators shipped 154,650 tons of coal, or 37.7 per cent. of their capacity.

By-product coke operators for the week of April 20 slightly exceeded their performance of the week previous. Production by these operators was equivalent to 88 per cent. of their full-time capacity.

Losses attributed to lack of coal rose slightly from 5.5 per cent. the week of April 13 to 5.7 per cent.; losses attributed to labor trouble declined from 0.5 per cent. to 0.1 per cent.; losses attributed to repairs to plant declined from 5.2 per cent. to 4.5 per cent.; no market losses remained the same as the week previous, 0.3 per cent., and losses attributed to all other causes rose from 0.6 per cent. to 1.4 per cent.

Material increase in production is reported by New Jersey and Pennsylvania. Ratio of production to full-time capacity of New Jersey operators rose from 81 per cent. the week of April 13 to 84.7 per cent., increased production being attributed to improved supply of coal. The ratio of production to full-time capacity of Pennsylvania operators rose from 79.4 per cent. to 81.7 per cent., improved coal supply and better labor conditions accounting for the increase.

Indiana operators produced at 77.2 per cent. of full-time capacity, compared with 80 per cent. the week previous, losses attributed to lack of coal amounting to 20.2 per cent., compared with 17.6 per cent.

Operators in Maryland, Tennessee and Washington report capacity production.

The National League of Women's Service estimates from survey of 15 States that 1,261,061 women are engaged in war industries in the United States; of these, about 100,000 are in munitions works.



## Automobile Trip Through Florida a Revelation and a Delight

Over smooth roads, lined with oleander bushes in full bloom, and hibiscus hedges appearing as a red flame of color, an automobile trip from Jacksonville to Miami, Florida, is a revelation and a delight. There are one or two short stretches of road where the motorist is reminded of what "might have been" and which still is in many States, but with a hard surface for more than 90 per cent. of the way, traveling is under—or over—ideal conditions. The bright waters of the Indian river, with its broad reaches and palm-lined banks, are within sight for probably 75 miles of the way, and in places the road runs almost along the sand-washed shore.

From the potato farms around Hastings, where 5000 earloads or more of potatoes will this year be shipped North and West, to the grape fruit groves of Miami and the vast tomato fields of Fort Lauderdale, there is abundant evidence that Florida is doing its part in the effort to respond to the call of the country for more food and a greater tillage of the soil than ever in the past.

In any article describing even a small part of Florida's progress, industrial or agricultural, the road question cannot be overlooked, because it is a very prominent part of Florida's growth. Good roads abound throughout the State; roads of rock that have been rolled and oiled to an asphalt smoothness, and roads of concrete, as well as brick. It is possible to journey from the top of the State to practically the bottom, on both the East and West Coasts, with delightful comfort, while the Tamiami Trail (Tampa-Miami) will connect the thriving city of Miami on the East with Tampa, the metropolis of the West Coast. Twenty or thirty miles of it have been completed and it will eventually foot up 150 miles, because it will first strike the West Coast at Fort Myer, which is, on an air line, perhaps 100 miles from Miami, and then run north to Tampa for an extra 50 miles. A singular feature in connection with the development of this road, which shows another of the special advantages that nature has showered upon Florida, is the fact that the rock used in its construction is being taken from one of the canals that has been dug to drain the Everglades and which parallels the road, a very practical utilization of an otherwise waste material.

This trail pursues its course over a virgin country—the Everglades—which, by reason of its undrained condition, was trackless and practically impenetrable. As one travels out this trail on the complete part from Miami, the broad savannahs of grass left high and waving now on solid ground stretch as far as the eye can reach. The same drainage work of the vast Everglades by a canal from Lake Okeechobee to West Palm Beach is bringing into utilization one of the most fertile areas of which even Florida can boast. Three thousand acres are being put into potatoes alone in the Lake Okeechobee district this year, which two years ago was absolutely wild and uncultivated territory.

The town of Lake Okeechobee is a place of probably 2500 people and is connected with the East Coast by a branch of the Florida East Coast Railway and also by the canal from West Palm Beach, from which point the journey can be made over the water way by a fast motor boat in a little over two hours.

The progress at Fort Pierce, another junction point of the Florida East Coast, is very marked. In a few years a quiet village has been transformed into a bustling center of activity and commercial life. A new hotel of fine proportions has been built on made land at the river front.

This brings to mind the very extensive work done by Mr. Carl Fisher at Ocean Beach, on the peninsula, directly opposite the city of Miami. He has spent \$1,500,000 for fill work and to meet him half way the county is building a concrete bridge from the main land over to the Ocean Beach development. It will be over two miles in length, a magnificent structure that for a part of its way runs out into Biscayne Bay on land that has been made for the purpose.

The progress at the Ocean Beach development is very marked. Hundreds of thousands of dollars have

been spent in magnificent residences of stone and concrete. Fine roads are found everywhere. A concrete clubhouse and casino on the ocean front adds to the charm of the life of the winter residents, and with the community plan of stores and workshops, which render it possible for residents to have every need met without going to the main land for their supplies, it seems that life should be as nearly ideal as it is possible to get it on this earth. There is, of course, at their front doors the ever-beautiful and constantly changing "blue Atlantic"; and it is blue this time, not the green as seen in our northern waters and which we have tried from childhood to persuade ourselves was an optical illusion on the part of the sailors who insisted upon referring to the "deep blue sea," but the real blue that is found only under Southern skies.

Property is in demand at Miami. Bungalow and suburban developments are cropping up on every side. The aviation camps this winter have materially added to the business of the town, but the winter season just closed has been a very successful one.

West Palm Beach claims that she will some day be a rival of her sister to the South. This thriving center is claiming attention, not because of the reflected glory from the tourist life that centers around her namesake to the east, but because of the commercial possibilities she faces as an outlet of the Everglades and the vast central portion of Florida which will deposit the fruits of its storehouses at West Palm Beach for shipment to the markets of the North.

It is not possible in limited space to describe the characteristics and possibilities of the many thriving villages along the line. Titusville and Rockledge, Cocoa, New Smyrna and Daytona (which always occupies a warm place in the heart of the MANUFACTURERS RECORD because its editor makes his winter home there) are all places that charm the visitor from the upper country who has been kept busy this winter resisting the onslaughts of old Boreas to a degree that makes the sun and sky and sweet-scented air of Florida seem like the breath and life of a veritable "garden of the gods."

FRANK GOULD.

### Excellent Corn and Cane Prospects in Louisiana.

New Orleans, La., April 26—[Special.]—Conservative estimates of the increased corn acreage in the Louisiana sugar district fix the amount at from 15 to 20 per cent. over the corn acreage of 1917. Every possible acre has been put into corn, and in some instances corn has been favored before sugar-cane. All waste and weedy lots have been planted in corn. In the Bayou Sale section of hitherto abandoned plantations about 2000 acres of this once neglected land has been put in corn this year. The innumerable local drainage and reclamation projects in South Louisiana have almost without a single exception put the recovered lands into corn.

The condition of the cane crop continues to be a source of great encouragement, and in many of the parishes the stand of cane is reported as phenomenal.

The syrup production of the State will be very much increased. A new syrup factory with a daily production of about 12,000 gallons is being erected at Jeanerette, on the site of the old Enterprise refinery, which was moved across Bayou Teche and re-erected on the same plantation. This new house will grind about 450 tons of cane a day. It will be owned by M. A. Patout of the Enterprise plant and Paul Bourgeois of Jeanerette.

The reconstruction of the \$500,000 Reserve house, recently destroyed by fire, is being carried on with rapidity. The Helvetia house is also being rebuilt. It was destroyed by fire in the last grinding season.

The Reserve fire, which caused a loss of over \$400,000, was caused by negro boys who were loafing and smoking in the bagroom of the factory. They had gone into the room to sleep on the sacks, and threw cigarette butts amongst the sacks. Fire prevention authorities are using this example to drive home to manufacturers

everywhere the necessity of prohibiting loafing and smoking in their factories.

Capacity increases are the rule at all houses now. The Belle Helene factory of the Belle Helene Co-operative Sugar Co. has increased its grinding capacity per day from 750 tons to 1000 tons. They will grind 55,000 tons this year, as compared with 40,000 tons last year. This estimate is based on the very favorable conditions now.

There is more cultivation and fertilization this year, and the spirit of the Louisiana sugar business is one of great optimism.

### Alabama Chemists to Stimulate Development of Agricultural and Other State Resources.

Birmingham, Ala., April 27—[Special.]—There will be a meeting of the Alabama Technical Association on May 2 in Birmingham, under the auspices of the Alabama section of the American Chemical Society. Papers will be read by Professor Duggar on "Experimental and Extension Work in Agriculture in Alabama," and by Dr. B. B. Ross on "Some of the Relations of Chemistry to Agricultural Progress."

This meeting is one of a series dealing with the war and pointing out how the professional men represented by the association can be of service to the Government in successfully carrying on the present war activities.

At a previous meeting the association discussed a paper presented by Mr. C. B. Davis on the "Conservation and Increased Production of Fuel." The full discussion which followed showed that this was a very live and opportune topic.

It is thought that the coming meeting will prove equally interesting in that it will lead up to a discussion of what can be done in the State of Alabama to increase the production which, it must be admitted, is very low at the present, considering the great resources of the State. Under a campaign of education in reference to the farming industry there is no reason why Alabama should not only feed herself, but contribute directly of her products to other parts of the country and the world.

The association was formed last year, and the membership is made up of members of the following national societies: American Society of Mechanical Engineers, American Institute of Mining Engineers, American Society of Civil Engineers, American Institute of Electrical Engineers, American Chemical Society, American Institute of Architects. The officers are: President, Mr. Karl Landgrebe, Ensley, Ala.; vice-president, Dr. H. B. Battle, Montgomery, Ala.; secretary-treasurer, Mr. F. G. Cutler, Ensley, Ala.

The object of the association is to maintain an organization among the technical men of the State of Alabama, to stimulate the development of the natural resources of the State, to foster public interest in all things beneficial to this State, to advance the interest of the technical profession in the State and to encourage social intercourse among its members.

### Decrease in Louisiana's Sugar-Cane Acreage for 1918.

The total acreage in sugar-cane in the 24 sugar parishes of Louisiana in 1918 is estimated at 280,000 acres, as compared with 293,000 in 1917 and 315,000 in 1900. The entire State, including parishes outside the sugar belt, had in 1900 an area of about 330,000 acres in sugar-cane. The estimates for 1918 are based upon reports made from a well-selected list of over 300 cane-growers to the Louisiana field agent of the Bureau of Crop Estimates, United States Department of Agriculture.

About 58 per cent. of the 1918 acreage is estimated to be in "plant" cane (planted since last harvest), and the remainder "stubble" cane (plantings of last year or earlier).

Growers generally mention more or less damage to seed cane caused by the extreme dryness last fall and the several freezes during the winter months, though not a few of them say it is yet too early to hazard more than a guess as to the extent of damage done, if any. The cane belt as a whole will hardly average over 4 per cent. damage to plant and less than 7 per cent. to stubble cane, according to growers' reports.

Decreases in acreage in 1918 compared with 1917 were chiefly in the western portion of the cane belt, where the small cane-growers turned their attention to other crops, principally cotton, corn and rice.

## The Evil Effects on the Nation of the Zone Postal System

After a recent meeting of the Publishers' Association of New York City the following statement was issued:

"The Publishers' Association of New York City, representing the daily newspapers of New York and Brooklyn, has adopted the following:

"The new postal law effective July 1, 1918, especially the zoning provision, will greatly hamper and embarrass newspapers in the dissemination of news at a time when information regarding the progress of the war and the participation of American troops is most vitally important to citizens in every part of the United States. There are few families not represented in the army or navy. Every citizen, in consequence, desires to know each day of all movements of American soldiers and American ships permitted publication.

"Newspapers published in the larger cities, with their facilities for gathering and printing the news, and their financial ability to pay for news sent by cable, can most adequately meet the demand of families that have relatives in war service for what is, to them especially, the most important information of the day. The zoning provision of the law will restrict the distribution of daily newspapers of large circulation and shut off from millions of people important news regarding the events of the war.

"The tendency of the zone provisions of the new law will be to create zones of thought which will operate as a stimulant to the promotion of sectionalism, greatly to be discouraged at any time, and especially when the nation is engaged in a war for the defense of its ideals and its liberty. Artificial areas will be created and publications issued therein will have very little circulation outside. This will result in the limitation and circumscription of the interchange of expressions of public opinion and thought throughout the United States. Instead of public opinion throughout the country being a unit in its relation to the war, there will be as many divergent views as there are populous postal zones, with resulting confusion, division and dangerous conflict of opinion. The wide circulation of many publications has a broadening effect upon people in all parts of the country and tends to unite public opinion in support of the Government in its measures to carry on the war.

"It is of the utmost importance for the whole country to consider the interests of the nation as a whole and to give less thought to the convenience and selfish interests of any particular section. The interchange of ideas throughout the West and South through the circulation of newspapers and magazines published in the East, and of publications issued in the West throughout the East, is an exceptionally strong unifying influence. The contact of editors with their more remote subscribers keeps the management of newspapers constantly on the alert to guard against the expression of narrow, sectional views. The zone system will restrict distribution and cut off large numbers of subscribers in zones remote from the place of publication.

"Not yet have the American people been fully aroused to the danger which threatens their rights and liberties. In large cities and their vicinity there is enthusiasm and loyal determination to uphold the Government and carry on the war to victory. In remote and isolated rural localities, which exist in nearly all States, there are many citizens who are not fully informed regarding the reasons for the United States entering the war. Their facilities for obtaining information are limited. Their local papers are not financially able to present full news reports. The indifference of these communities is being changed by the leaven of the dailies of the larger cities, now being read more than ever before throughout the country.

"The zones created by the new law will largely shut out the newspapers of larger circulation and permit the development of narrow views and a spirit of indifference which will affect enlistment in the army and navy; make the operation of the selective service law more difficult; lessen the production of provisions and imperil the success of the United States in the war. Postal zones will make it easier for the propaganda of the enemy. In zones where the population is largely alien in thought, the limitation on the entrance of outside opinion and information into these zones will encourage the development of sentiment inimical to the purposes of the Government, seriously affecting the morale

of the people, with a consequent influence upon soldiers and sailors whose homes are in such zones.

"Whatever the financial results to transportation corporations may be, from governmental control of railroad and steamship lines, involving great changes in transportation currents, the United States Government has guaranteed to owners of railroads and steamships that they shall suffer no financial loss. In the case of newspaper publishers and owners of other interests connected with the publishing industry, as well as other lines of business affected by the provisions of the zone postal law, there is no expectation of emergency financial aid. Great manufacturing and mercantile trades are forced to meet radical changes, which limit business territory and circumscribe circulation and distribution, involving unknown losses without special financial support.

"Advertisers now seek business in every part of the United States through announcements in newspapers and other publications, by methods and along lines well established, expending millions of dollars annually on their advertising. The radical changes involved in the zone law will create great disturbance of the present methods of general business. Complicated with the adjustments now being made to conform to war changes in transportation and in the concentration of manufactures on war supplies, there will be an effect on business which may prove disastrous.

"The physical conditions in the Postoffice Department are such at the present time that the department is unable to meet them in a way to render prompt and efficient distribution and delivery of the mails, even under systems prevailing for many years. The department is already hampered in its operations, a condition which will not improve while men are being called into war service. The result of putting a zone system into effect in the face of present conditions in the department would bring about worse confusion and greater delay and would be of the utmost danger to the business of the country. There are now three weightings of newspaper mail. With six postal zones there may be a distribution handicap of 18 weightings, involving inconvenient and vexatious delays to both newspapers and postal service.

"For the reasons given, the Publishers' Association of New York City emphatically urges postponement of the operation of the zone provisions of the new postal law until after the war."

### Cottonseed-Oil Interests and Federal Regulations.

Washington, D. C., April 27—[Special.]—Every phase of the cottonseed industry is to be taken up at a series of meetings to be held in the principal Southern cities under the auspices of the United States Food Administration.

The present time is believed to be exceptionally desirable for such meetings, as it comes between the two cotton seasons, and the men with whom it is desired to get in touch, including commissioners of agriculture and markets, farmers, buyers, ginners, crushers and representatives of farmers' organizations, will be able to attend the conferences. It is expected that a closer co-operation in conservation and a better understanding in general as to the needs of the cottonseed industry will follow.

Plans for the coming year will be taken up, and it is said that the Food Administration officials will welcome suggestions whereby their work may be made more satisfactory to the industry at large.

War conditions have resulted in the commandeering of the linters in the cottonseed industry, the entire supply, together with a considerable part of the hull fiber, having been taken by the Government for use in the munition plants.

The regulation of profits which was made by the Food Administration during the last part of 1917 in regard to cottonseed and its products has greatly stabilized prices and insures adequate returns to the producers, according to a statement recently made by Dr. George H. Denny, Director of the Cottonseed Industry section of the Food Administration. The measures of control then adopted, he states, have met with but little

dissatisfaction. Through the regulations seed dealers buying from farmers are limited to a profit of \$2 a ton on their purchases. Manufacturers are permitted to sell at an advance of not more than \$13 on the cost of the raw material, and as the cost of converting the raw material into finished products averages about \$11, the same profit is derived by the manufacturers as by the seed dealer.

This does not actually regulate prices to the producer, Dr. Denny states. Instead, he receives an indirect benefit through the elimination of speculation, and the same is true of the consumer. The Food Administration hopes to eventually reverse this process so that the sliding scale may begin with the farmer.

The first tour into the South for the cottonseed industry meetings will begin at New Orleans on May 1. The schedule includes meetings at Dallas on May 3, Oklahoma City May 6, Memphis May 8. The latter conference is expected to cover the States of Arkansas, Missouri, Mississippi and Tennessee, while the other conferences will cover only the States in which they are held. Dr. Denny and Mr. Hugh Humphreys will represent the Food Administration on this trip.

The second tour, beginning May 20, will cover North Carolina, South Carolina, Georgia, Alabama, Florida and Virginia. The exact itinerary will be announced later.

### Millions of Florida Acres May Be Brought Into Cultivation by Tractor Plows.

Atlanta, Ga., April 26—[Special.]—"Even the developers in South Florida do not realize what they have in the reclaimed lands of the Everglades," declared J. L. Williams of Tifton, who returned here from Miami and vicinity, where he had been demonstrating the possibilities of tractor plowing.

The light kerosene tractor will plow where a horse cannot go, and makes it possible to bring between 3,500,000 to 5,000,000 acres of reclaimed land of the Everglades into cultivation, according to Mr. Williams. Owing to the peculiar construction of that portion of the Florida peninsula the interior is lower than the coast lands, and for centuries the overflow from Lake Okechobee has been inundating the lowlands surrounding. When the water went down in the dry season a growth sprang up, and year after year this died down, to be replaced with a new growth in the spring until there is a deposit of pure vegetable humus many feet deep.

Government drainage has brought these lands out from the water, but there is so little soil that their cultivation has been a problem. This appears to have been solved by the tractor. The tractor has worked so easily and satisfactorily, Mr. Williams says, that millions of acres of land, as rich as decayed vegetable matter can make it, are available for truck and fruit growing, as well as for agricultural lines. The plowing by letting in the sun will also serve to dry it out.

Mr. Williams suggests that Japanese cane would be a profitable crop for South Florida. It will grow continuously in that climate, and can be cut and fed to stock. He says that enough Japanese cane can be grown on these reclaimed lands to fertilize all the balance of the southern peninsula from the manure of the cattle, while the beef itself would make South Florida rich.

### Home Gardens Practically Universal in Texas.

Austin, Tex., April 25—[Special.]—Every effort will be put forth to can and otherwise conserve the surplus of home garden production in this State. Never before was there known anything like such an enormous yield of garden truck as is now beginning to be harvested in the central and more southern parts of the State, with the northern part a little late on account of climatic conditions. It is regarded as a safe estimate that there is ten times as much land space devoted to back gardens this year as last year. An overproduction and possible waste is the problem that now confronts the grower. Unless containers in sufficient quantity can be obtained, the surplus of snap beans, peas, beets, onions and other vegetables cannot be conserved for future use. Some idea of the extent of the back garden movement may be had when it is stated that hundreds of home owners in the cities and towns have converted their beautiful lawns into vegetable patches. Practically all vacant lots are in a state of intense cultivation.



# The Increase in Postal Rates on Second-Class Mail Matter

[Does the public at all realize the menace to national thought, to national education, to national unity which confronts the country in the zone law for the increase of second-class postal rates, now on the statute books and to become effective July 1 unless meanwhile repealed? Congressmen and Senators are notoriously sensitive to public opinion, and if the constituency of each member were to become thoroughly aroused to the injury they will suffer from the zone law they could let loose such an avalanche of protest against the law as would overwhelm the Congress and bring about an immediate repeal of the menacing postal provision. The evils of this law are well stated in an article herewith from the American City. Read it and write your Senators and Representatives in Washington at once.—Editor Manufacturers Record.]

To the Editor of The American City:

The question of increased postal rates on second-class mail matter is too big to admit of special consideration for any one section of the country. The magazines and newspapers of this country are public property. The public should see to it that its property is not so taxed that it will have either to mortgage it or give it up altogether. Here we have a proposed law which will cut into two of the most vital factors of our life today: first, national education; second, national unity.

There has been a tremendous increase in the cost of paper, of ink, of labor. There are plenty of figures on this subject. Now let us add an increase in postage rates of from 50 to 900 per cent. Obviously the majority of the magazines will be seriously crippled.

Then it remains for the public to assume the cost. "Passing on" the cost to the public is a favorite slogan these days. How much of this passed-on cost of living the American public can carry becomes a problem.

Let us say that this increase will wipe out the profits of the magazines and of some of the newspapers. Let us assume that at this time of crisis, with its tragic losses, the magazines and newspapers of the country should lose all or much of their profits, and that it does not matter whether they do or do not go to the wall. Let us with sublime indifference to civilization—the equivalent of German brutality, although more subtle—dismiss all consideration for the plumber, the baker and the candlestick-maker. Let us take away from them their trade and technical journals and refuse to consider the convenience of the public they serve. Let us say that it does not matter that hundreds of thousands of men and women employed by the great network of publications should be thrown out of employment, since their labor is so sorely needed elsewhere. Let us say, on the basis of the same argument, that it does not matter that the majority of authors and journalists should lose their sources of earning a living, for war demands its sacrifices. Of course—it is so evident that it seems foolish to make this statement!—we can all move to New York. Once there we shall not have to pay twice as much for our magazines, as in California or elsewhere.

But there are two things which do matter: the first of these is that the public should lose any of its utilities in the way of public education. Now is the time when our education needs more protection rather than less.

Such action would curtail the development or entirely eliminate the better class magazines used, especially in the West and Middle East, as textbooks in the English literature courses of many of our schools and colleges. This would mean a depreciated school or classroom. Aside from school and college, many of the people who would be cut off first from the publication, because of the added expense, would be the very ones who need most the educational and perhaps the Americanizing influence of the newspapers and magazines.

Such action would mean a decrease in domestic education, the loss of magazines to millions of mothers who through them have learned how to care for their children, how to save the lives of babies, how to make the home and the town healthful and attractive, and how to conserve food and fuel.

Such action would mean that many of the farm journals would have to go. These farm journals

bring to the farmer all of the latest scientific information about the planting of crops, their care, the raising of poultry and other livestock. Now, of course, is just the right time to see that our vegetables, bushes and trees receive a large increase in scabs and blights, and that the amount of food produced should be lessened!

The proposed action would also seriously affect the national circulation of most of the leading newspapers, which are the greatest power in this country in the construction of an adequate public opinion and in the development of a national life. Now of all times is the hour when national unity is of greatest importance to us. The Government could not go to work more efficiently to break down this national unity than by depriving the public of its newspapers and its magazines, and making it inevitable that public opinion should receive its future growth sectionally rather than nationally. Greatly to the advantage of the Germans, we should soon become as a house divided against itself.

JEANNETTE MARKS.

Mount Holyoke College, South Hadley, Mass.

## Boy Scouts Doing Fine Work.

An account of the activities of the Boy Scouts of Roanoke is given in the following summary of the war work the Scouts have been engaged in during the past year sent to the MANUFACTURERS' RECORD by Scout John Doggett Mayhew, Troop 17, Roanoke, Va.:

"Soon after the United States entered the war against Germany the Boy Scouts of Roanoke went as a body to the Mayor and offered their services to the city and country, and have made an excellent record for themselves and their organization in doing war work.

"Our first duty began in assisting in the first Liberty Loan. It was very successful, due partly to the Scouts in their quick and ready wit in selling bonds. In the Red Cross campaign we were used in many ways, helping wherever we could. We next helped Mr. Hoover by securing pledges to the Food Conservation cards and in inducing people to observe the requests for conservation of food. In the Y. M. C. A. War Work Fund we also aided in distribution of much printed matter.

"During the summer months, the Scouts aided in every possible way the successful raising of war gardens and they also helped the soldiers then encamped in Roanoke.

"The second Liberty Loan came next. Services were rendered in the same way as in the first campaign only to a much better advantage because we had had the experience necessary to give us greater confidence.

"About the first of last November a Boy Scout Council was organized. It is composed of some of the most influential men of this part of the State. Mr. O. A. Kerns, of Roanoke, was selected president. Mr. D. D. Withers, a veteran Scout, was appointed Scout Executive of this Council; all of these things being due to the Scout campaign in which \$12,000 was raised for the Council.

"Soon after the organization of this Council, investigations which we made in regard to some German propaganda in Boy Scout books brought about the suppression of the books.

"The first of December there were 158 Scouts in this city, now we have 275. This rapid increase is due to the able work of our Scout Executive, Mr.

Withers, who is now serving his country at the front as a military photographer in the Aero Service.

"The Duty Badge contest for Scouts started February 8th and will last until the end of May. This contest is in four separate parts: Churchcraft, Homecraft, Schoolcraft and Scoutcraft. To get the badge one has to be proficient in all four, and one may well see this duty contest is improving the boys generally.

"The Roanoke War Chest being our next duty, we were very well prepared and helped 'fill the chest.'

"In selling War Savings Stamps and Thrift Stamps we are doing excellent work. We have sold thousands of dollars' worth of them.

"The Scouts have also been active on the third Liberty Loan and great are our hopes for a triple success.

"Thus we, the Boy Scouts of Roanoke, go on, each one doing his best trying to win the war."

## PATRIOTIC WORK BY RURAL MISSISSIPPIANS.

Liberty Bonds Now Being Heavily Bought by Farmers—Negroes Freely Subscribing.

Jackson, Miss., April 20.—[Special.]—The striking feature of the present Liberty Bond campaign in Mississippi is the fact that the rural districts are oversubscribing their quotas, and that the negroes are buying bonds in quantities. Instances are on record of negroes mortgaging their homes to put the money in Liberty bonds, and they have bought liberally of Thrift and War Savings Stamps, too.

Both these points were missing from the previous Liberty Loan drives. Before this the cities bought the bonds, as a matter of fact, the banks bought most of them, but this time the individual subscriber helped to put the loan over. By noon of the first day of the campaign many small towns had wired in large oversubscriptions, and these have continued to come in steadily.

Conhoma county, the largest city of which is Clarksdale, with a population of about 10,000, will raise \$1,400,000, the largest county quota in the State. Two other counties, Hinds and Washington, are already well past the million mark.

As an example of the thoroughgoing patriotism that has taken possession of the smaller towns in the State, Edwards, a rural community of Hinds county, has been awarded the prize for the sale of Thrift Stamps, the records showing that every man, woman and child in the community has purchased these little aids to democracy. Edwards also oversubscribed its Liberty Bond quota a few minutes after its campaign began.

War conferences are almost daily events in Jackson, the city being the center of the State's activities toward winning the war, and the past few weeks has seen a notable growth in interest in these sessions. They have been especially well attended during the past week, two showing representatives from every county in the State.

Reports reaching here indicate that food crops have been much increased over last year, especially corn and forage crops. The hog production of the State will be a third larger, according to advance estimates, and several counties are shipping out porkers by car lots now.

Freezes and snows of last winter left the soil in fine condition, and bumper crops are confidently expected. It is believed by men in touch with the situation that the State will surpass its food-producing record of last year, when it shipped hundreds of cars of corn, hogs, sorghum and cattle to other States. The home-garden movement has taken hold everywhere, and it is no uncommon sight to see a front lawn planted in vegetables, with the owner of the home in overalls cultivating them.

Governor Theo. G. Bilbo has in the rear of the executive mansion one of the best gardens ever grown here, and enjoys working in it when he has time from executive and political duties. He frequently goes straight from his garden to his offices with the good black earth clinging to his shoes and his clothes showing evidence of contact with the soil.

## To Manufacture Potash in Connecticut.

The New England Potash Co. of Hartford, Conn., which has taken over the holdings of the International Feldspar Co. at Maromas, R. F. D. 3, Middletown, Conn., will erect a 10-unit plant for the manufacture of potash, Portland cement and super-phosphate from feldspar.

## A War Vision After a Year

[The following from a leading editorial of the Commercial Appeal of Memphis is so directly in line with what the Manufacturers Record has thought and said that we believe we cannot do better than to let our readers see what one of the foremost papers of the South says on the need of enlarging our conception of the seriousness and magnitude of the war.—Editor Manufacturers Record.]

Secretary of War Baker, back from Europe, says this: "I am now equipped with the means of judging and appreciating the kind of co-operation needed. The information I wanted to get I got."

He stated that his trip would bring "a closer and more understanding co-operation between the War Department and the army."

We have been at war almost 13 months.

We are glad that after 13 months the Secretary of War gets a grasp of the size of the job.

Secretary Baker had to take a trip to the trenches to learn that the United States was really at war. What a pity it is that our amiable Secretary did not take his trip to Europe on April 6, 1917, the day Congress declared war.

Then we would not have had six or seven months' sojourn in a fool's paradise, which was the status of many of our departments and many of our people.

It is unfortunate that the Secretary of War, who is regarded in matters of law as rather keen, did not visualize the war in the beginning.

We began this war by laying plans for spending a colossal amount of money. The Congress debated for months as to how to get the money. Then we spent other months in debating a draft bill. We talked about a great aviation scheme.

The people themselves, after months, began to see that while there was a speeding up in money spending and in profiteering and in yelling and talking, in vital departments great promises were flattening out.

The streets of every city were filled with newly made officers and we were jumping up and down in our trucks making comfort kits and rest stations and what not for the soldiers. But we made few guns and aeroplanes.

Many of our people played at war as the English did when Lady Jigaling, accompanied by the Countess Dingaling, got their pictures in the illustrated papers in 1914 and went across.

There was an investigation in the fall and high officials stated that everything was rosy.

We filled the camps with men and forgot that winter was coming on and the men would need heavy clothing. We expected them to be armed by France and the shipping committee quarreled like a lot of old women until we were finally fetched up with the fact that if we had a million men here and no ships we could accomplish nothing.

Mr. Baker, after a clever fencing match with words with a Congressional committee, announced that he was satisfied.

We were almost too late.

If we had gone into the war on April 6 terribly in earnest we might have had a million soldiers in France now and these soldiers would have been armed to the teeth. But we had to have our summer's fling in oratory.

Even so, we are glad the Secretary of War now sees things as they are.

The plain thinking people throughout the country saw them from the beginning. This paper, which has the ordinary source of information, saw the possibility of a demand for 5,000,000 men on April 12, 1917.

Now that Mr. Baker does see the problem in its enormous proportions, we hope that he will set the machinery of every department under his control going at full tilt, night and day.

The Allies have been beaten during the last week because they were outnumbered and outgunned.

So our problem is now to get 5,000,000 soldiers over to France.

We ought to get 1,000,000 over in the next four months. If we start out to do it we can do it, but we cannot do it by attempting to have a good time and make a lot of money out of unnecessary things. We cannot fight this war with our right hand and make money with our left hand. It is a two-handed job. The Kaiser is a two-gun man. (Texans will understand.)

Mr. Baker has awakened. Millions of the American people are still asleep.

The Liberty loan ought to have been subscribed for in two days.

It should have been a serious thing. In order to put it over we are hippodroming the event. The Secretary of the Treasury is compelled to go up and down the country making speeches. The governor of the Federal Reserve Bank, the most important institution in the country, has to go out and make speeches. Actors and acrobats and picture show acrobats are touring the country for bonds.

We know a man who made \$25,000 last year, and he rubbed his fat belly and said that he had done all for the country that he could. He had taken a bond in the second Liberty loan. When pressed for the amount of the bond he said it was \$200.

We are feeling fine because the British line still holds.

The German invasion was like a flood against the levees. In order to stop it we have got to build up the levees. The levees are only built up in flood times by the most heroic efforts of everybody behind them.

Now that Mr. Baker realizes we are in the biggest thing we have ever undertaken and it is a \$100,000,000,000 proposition and a 10,000,000-man proposition, the American people will begin to drive an opening wedge between their own eyes.

### Agricultural Development by Corporations Authorized by Mississippi Legislature.

Corporations now owning lands in Mississippi may hereafter utilize a portion of such lands for agricultural development, according to the provisions of a bill passed at the recent session of the Mississippi Legislature.

In 1912 Mississippi enacted a law which prohibited corporations from owning, acquiring or controlling land within the State for farming or stock-raising purposes. The new law, which went into effect March 27, 1918, amended that of 1912 by providing that corporations now chartered and possessing such lands may improve, cultivate and sell to individuals such acreage as at any time represents 20 per cent. of their holdings in any one county. Should this 20 per cent. be less than 1000 acres, the corporation may improve, cultivate and sell as much as 50 per cent. of its holdings.

The amended law prohibits a corporation from purchasing farm lands for agricultural purposes, although the corporation may be lessor or lessee for a maximum of 20 years of not more than 10,000 acres of land at any one time, to be used for agricultural purposes. Such lease shall not be extended beyond the specified period of 20 years.

The new law will prove an important factor in making possible cut-over pine land development in Mississippi, according to the cut-over land department of the Southern Pine Association. Heretofore many of the most extensive owners of Mississippi cut-over lands have been prohibited, as corporations, from utilizing such of their holdings as are suitable for agriculture.

### Refrigerating Engineering Course to Be Introduced at Texas University.

Austin, Tex., April 27.—[Special.]—With the rapid development of the fruit, vegetable and general produce industry of Texas, the demand for refrigeration plants is showing a continual and large increase. Along with the growth of this industry there has been created a practically new profession, that of refrigerating engineer. It is stated that the demand for engineers of this character is much greater than the supply. In order to do its part toward educating young men to be refrigerating engineers, this course will probably be added to the engineering department of the University of Texas next year. A cold-storage plant that is to be used for laboratory purposes is now being installed in the power building at the university. The adoption of the course as a regular part of the curriculum will depend upon the attendance of students, but it is thought that it will be a popular branch of engineering. The new course will

be confined to those who have taken their junior certificates in mechanical engineering.

Refrigerating engineers are not only educated in the course of manufacturing ice and in the construction and operation of cold-storage plants, but also in the newer phases of refrigeration, including the precooling of vegetables and other products before their shipment to market. There are already two or more of these precooling plants in Texas. The first one of the kind to be constructed in this State was located at San Benito, in the lower Rio Grande Valley. The precooling process consists in removing from the perishable products all heat after they have been loaded in the car. This is done by means of a forced draft of freezing cold air which is capable of bringing the temperature down as low as may be desired. It is stated that the advantage of starting products on their road to market in this condition is that they not only require little icing in transit, but that they retain their original flavor and perfect condition.

### Government Commends Rural Motor Express Lines.

After thorough investigation the highways transport committee of the Council of National Defense has urged upon the State Councils of Defense the promotion of rural motor express lines to connect the farms with the cities, thus expediting the production of foodstuffs. The plan is to use the return-loads system, by which farmers can ship into the city all varieties of farm products, such as milk, dairy products, calves, hay, grains, and particularly perishable products, and receive in return from the city farm implement parts, seed, fertilizers and other supplies.

The supplies which the farmer needs from the city can be ordered by the farmer in the morning over the phone and delivered at his gate the same afternoon. These rural expresses have already been started in many localities and have proved their value by promoting an increase in food production. In many farm communities where the express is in operation the farmers state that any interruption of the service would immediately result in reduced production.

The development of the rural motor express, the highways transport committee hopes, marks the beginning of a system of universal farm transportation over all the main highways, making the farmers' gate a shipping platform alike for his outgoing products and his incoming supplies.

One of the main advantages of the rural express system is that it reduces labor. In some places the hauling formerly done by five men with wagons is now being done, at many times the speed, by one man with a truck. The other men relieved from their task at hauling are at work in the fields cultivating additional acres. Most of the express lines already established are private enterprises. They can be started to advantage by individuals in the country who know intimately the problems of the farmers in their particular sections.

### Overhauled Second-hand Automobiles in Demand.

Here is an idea sent out by the Du Pont interests of Wilmington which can be adopted by many motor car dealers to good advantage. Recently a fleet of motor trucks en route from the factory to Richmond passed through Wilmington in charge of four young men. This method of transportation of new motor trucks presented no unusual spectacle since the railroads became congested with freight.

The character of the freight carried by the motor trucks, however, caused a natural curiosity. On board three of the trucks were three used automobiles. The Richmond young men, knowing conditions at home, purchased the three used cars in Newark. Transportation to Richmond cost them nothing, as the trucks were available for the purpose. They intend to overhaul the cars, reupholster and paint them and put on new tops, and will undoubtedly reap a substantial profit on the investment.

The large curtailment of passenger car production, transportation difficulties, the natural policy of conservation and the necessity of individual economy have all combined to continue the old car in active service and created a large demand for it, especially in the South, where many planters now have surplus funds to avail themselves of the convenience of automobiles they have long needed.



## Heavy Shipments of Machinery and Mine Equipment Into Southern Lead and Zinc District

[Special Correspondence Manufacturers Record.]

Baxter Springs, Kan., April 25, 1918.

When asked to make an estimate on the amount of tonnage that had come into the Oklahoma-Kansas zinc and lead mining field over the railroads, during 1917, a railroad official answered that it would easily total 750,000 tons; a daily average for the year of 2071 1/4 tons.

The number of loaded freight cars into the field he estimated at 25,200, an average of 70 cars daily for the year, or of 2100 per month.

The number of loaded freight cars, outbound daily from the field, average only about 20 per cent. of the inbound, according to this same railway official, who places the daily outbound at 15 cars, a total of 450 per month or 5400 for the year.

For the first 60 days of 1918, or to March 1, this railway official estimates the total amount of inbound tonnage has been 4800 cars, or 144,000 tons. If the present activity of the field continues for the entire year—and there is nothing to indicate it will not continue for several years at least—he estimated the total inbound loaded cars for 1918 at 30,000, a total tonnage of 900,000 tons.

The Oklahoma-Kansas lead and zinc field has been well treated in the way of railway facilities. The main systems that penetrate the field are the Frisco and Missouri, Oklahoma and Gulf, while connecting these main lines with almost every mill in the field are the Miami, Mineral Belt & Oklahoma, Kansas & Missouri lines. Only recently the Rogers interurban has been extended from Joplin and Galena to Baxter Springs and is now being built rapidly into the active mining district to Picher, St. Louis, Hockerville and other field towns. It is generally understood, too, that the Heim interests of Kansas City, Mo., will extend the interurban southward from Columbus, Kan., into the mining district this year. Now, via the Mineral Belt, Baxter Springs is connected with Quapaw, Century, Cardin, Picher, Treece, St. Louis and Hockerville, all towns in the field. Even Baxter Springs might be termed truly a field town, as there is one mine now in operation within the city limits and several mills are being built just beyond those limits.

Of the inbound tonnage into the Oklahoma-Kansas lead and zinc district, it is estimated that at least 30 per cent. is coal, which has an average cost of \$5 per ton laid down at the point of destination.

**Fully 20 per cent. of the inbound is lumber, while the remaining 50 per cent. is to a great extent heavy machinery and equipment for the mills and for general development.**

The total cost or value of the inbound tonnage for 1917, into the Oklahoma-Kansas field, is estimated at \$13,394,000. The total value of the coal alone is placed at \$1,134,000, while all other inbound freight is estimated at \$450 per ton, or \$12,460,000. Of the outbound tonnage it is estimated that fully 90 per cent. is lead and zinc or jack.

The output of ore for 1918, in the Kansas and Oklahoma field should far exceed that of 1917. In this district there were on March 1, this year, 202 mills in operation and under construction and not less than 50 mill sites drilled, with the mills contemplated within the next six months. This is a great increase over the number of mills that operated in 1917. The mills that are to be built in the immediate Baxter Springs community, estimated at 30 this year, will cost in the neighborhood of \$5,000,000.

There is an interesting bit of history connected with the railroad transportation in the Kansas-Oklahoma field that is perhaps not generally known, and that is that when the old Joplin zinc field was in its infancy the ore was hauled overland to Baxter Springs and shipped by rail from this point. Later Joplin became a great railroad center and much business was transferred from Baxter Springs to that city. Now, what is known as the world's greatest zinc field is being developed in this community and Baxter Springs is a town that has come back.

The Oklahoma-Kansas lead and zinc field is considered the greatest freight producer that the St. Louis-

San Francisco Company has on its entire system, and for this reason that road's officials are keeping a close eye on development here. Recently President W. B. Riddle of the Frisco, accompanied by Henry Ruhleder, the chairman of the board of directors, and J. M. Kerns, the new vice-president, and numerous other officials of the company, visited this field, taking an automobile trip among the mines, investigating the workings of the mills and getting a general understanding of the mining game.

### Southern Industrial Activities.

During April the Construction Department of the MANUFACTURERS RECORD published 3381 items relating to industrial developments, financial and railroad interests, building operations, etc., in the South and Southwest. Under their appropriate headings these appeared in the Daily Bulletin and weekly in the MANUFACTURERS RECORD. Items for the preceding three months of the year were previously detailed. Those for April are summarized in the following table. The total number for the four months is 14,317.

	Totals for April.	Totals for four months—Jan., Feb., March and April.
<b>Industrial and Developmental.</b>		
Airplane Plants, Stations, etc.	8	14
Bridges, Culverts, Viaducts.	31	131
Canning and Packing Plants.	21	109
Clayworking Plants.	8	26
Coal Mines and Coke Ovens.	82	370
Concrete and Cement Plants.	4	9
Cotton Compresses and Gins.	15	70
Cottonseed-Oil Mills.	7	25
Drainage Systems.	8	32
Electric Plants.	45	232
Fertilizer Factories.	5	21
Flour, Feed and Meal Mills.	19	89
Foundry and Machine Plants.	23	126
Gas and Oil Enterprises.	140	517
Hydro-Electric Plants.	9	29
Ice and Cold-Storage Plants.	20	30
Iron and Steel Plants.	3	24
Irrigation Systems.	1	10
Land Developments.	35	180
Lumber Manufacturing.	64	241
Metal-Working Plants.	8	37
Mining.	85	358
Miscellaneous Construction.	30	106
Miscellaneous Enterprises.	82	329
Miscellaneous Factories.	101	497
Motor Cars, Garages, Tires, etc.	108	373
Railway Shops, Terminals, Roundhouses, etc.	7	26
Road and Street Work.	137	511
Sewer Construction.	27	128
Shipbuilding Plants.	27	84
Telephone Systems.	11	51
Textile Mills.	29	169
Water-Works.	47	191
Woodworking Plants.	32	144
<b>Buildings.</b>		
Apartment-Houses.	40	211
Association and Fraternal.	20	125
Bank and Office.	53	259
Churches.	71	293
City and County.	36	169
Courthouses.	13	45
Dwellings.	346	1289
Government and State.	49	263
Hospitals, Sanitariums, etc.	37	203
Hotels.	46	181
Miscellaneous.	35	149
Railway Stations, Sheds, etc.	21	74
Schools.	170	523
Stores.	134	533
Theaters.	26	92
Warehouses.	44	206
<b>Railroad Construction.</b>		
Railways.	14	128
Street Railways.	3	24
<b>Financial.</b>		
Corporations.	87	337
New Securities.	257	1007
Machinery, Proposals and Supplies Wanted.	424	1903
Fire Damage, etc.	170	969
Totals.	3381	14,317

### Serious Labor Shortage in Mississippi.

Jackson, Miss., April 27—[Special.]—Lumber mills in Mississippi working on Government contracts are up against a serious labor situation, and many may be forced to close down within the next few weeks unless something can be done.

Cottonseed-oil mills, and, in fact, every sort of industrial plant, are feeling the shortage keenly. In the

month of May upward of 2000 negroes will be sent to army training camps and 2000 able-bodied workmen removed from the State at the present time means that some mills will have to quit.

Negro women are being used in many mills, and are proving satisfactory in some capacities, but there are many tasks they cannot handle, according to the managers of these enterprises. There is no white labor available. Thousands of young white men volunteered in the earlier stages of the war, and the draft has taken as many more.

Farming operations are in full swing at this season, too, and the patriotic efforts of the farmers to increase food crops have led them to use as much labor as they could get. A big cotton crop last season which brought unprecedented prices took many negroes to the country last fall, and these are busy trying to grow another crop.

Incidentally, late frosts which delayed planting or caused replanting seem certain to help the boll-weevil to such an extent that cotton farmers will be up against a serious situation this fall, and the farmer who is raising foodstuffs will have the decided advantage.

The Federal Department of Labor has an agent here to assist all laborers to find work and to help solve the labor problem generally, but the big problem is to find enough able-bodied men to carry on industry and farming, and the solution is not yet in sight.

### Work or Jail the Ultimatum to the Idle of Jacksonville.

Jacksonville, Fla., April 19—[Special.]—Merciless warfare is now being waged in Jacksonville against the "vagrant," both white and black, by the local authorities, and Mayor John W. Martin of Jacksonville has issued clearly-defined instructions to the police that the campaign of "work or jail" shall not relax. Appeals from over the entire State of Florida and South Georgia coming into Jacksonville from industrial plants, including sawmills cutting ship lumber and other Government timbers, are the cause of this action on the part of Mayor Martin, and good results have been realized immediately. In connection with the labor shortage, mainly caused by many men being drafted in the army, others drifting to the cities and towns, and still others taking advantage of the high wages and working only half-time, Secretary E. C. Howell of the Georgia-Florida Sawmill Association announced publicly that mills in that association could furnish employment for over 5000 men at once, and at better wages than they ever before enjoyed in this work. Yet this call for men had no effect on the "vagrants" who continued to fish and play pool, and through their idleness made fertile field for pro-German propaganda. When the order of Jacksonville's Mayor went out against the "vagrants" Mr. Harrell announced that every man arrested who declared he could not find work would be given a job at once, and the usual alibi of the shiftless was of no avail with the municipal judge. Notices of the "work or jail" plan in Jacksonville were sent to every city and town in Georgia and Florida, and it is hoped that in the near future those industrial plants and farms suffering from lack of labor will have their wants abundantly supplied and the "vagrant" will be changed into a producer instead of a worthless consumer and menace to his community.

### Powder Packing Plant Details.

Plans and specifications have been completed for the \$3,000,000 powder packing plant recently announced as to be built near Richmond, Va., by the War Department. They provide for constructing this plant in 140 units, and the contract has been awarded to the Foundation Company of New York. These units will be located a sufficient distance apart to minimize the dangers of explosion, and when completed will employ 3000 men and women operatives. They will include an electric power plant, an electric heating plant, 40 miles of railway trackage and big warehouses.

Surveys are now being completed, and actual construction will begin promptly, 2500 men to be employed for this purpose. The site of 1740 acres is located on the Chesapeake & Ohio and the Southern railroads at Seven Pines, Va., six miles east of Richmond. Several hundred dwellings will be erected for the accommodation of the employees and their families. E. I. du Pont de Nemours & Co. will operate the plant for the Government.

### Shipyard at New Orleans to Build New Type of Non-Sinkable Ship.

New York, April 27.—[Special].—Franklin Remington, president of the Foundation Company, announced today that his company had received a contract from one of the allied governments for the construction of five non-sinkable steel steamers. The Foundation Company has acquired a site near New Orleans, and is equipping a shipyard for the construction of these non-sinkable ships. According to the present schedule, the first hull will be launched early next year, and the first completed vessel will be ready for its maiden voyage across the Atlantic in April, 1919.

Naval architects in this country and abroad have worked out hundreds of designs of so-called non-sinkable ships, but few, if any, have been developed beyond the theoretical stage. In this case, however, an experimental boat was built and tested with results so satisfactory that the Government has authorized the building of five 4200-ton deadweight steamers of a similar design.

The hull consists of two parallel cylindrical shells joined throughout their length by a series of heavily-braced diaphragms. The non-sinkable feature, or rather the ability to resist submarine attack, depends upon the improbability of the vessel being struck by torpedoes on both sides. Each cylindrical shell is not only divided into water-tight compartments by transverse bulkheads, but also entirely isolate both from the adjoining shell and from the sealed space between the two. The latter space, which has a water-tight bottom and deck, is not used for cargo, but is provided solely for reserve buoyancy.

The proportions of the ship are such that it will not sink even though all of the compartments on one side are flooded. Furthermore, it will be noted that the vessel rides very low in the water which reduces its visibility on the horizon and diminishes the target for gun fire. The ship will be propelled by twin 700 horsepower steam engines, supplied by oil-fired boilers, one complete unit installed in each half of the hull. The two units are independent, so that if one is put out of commission the other will still be able to bring the ship into port.

Quarters for the crew are provided in deckhouses fore and aft, communication between the two being by way of the reserve buoyancy space during rough weather. Defensive guns are mounted above the deckhouses.

The American patents for this type of ship are controlled by a New York firm of engineers of which Joseph Boero is president. It was through this firm that the Foundation Company obtained a contract for the first steamers to be built. This is the third order which the Foundation Company has received from the Government in question, and brings the number of ships under contract up to 81. In addition to this, the Foundation Company is building vessels for the United States and for other allied governments.

### A Brunswick Shipbuilding Company Consolidated With Foundation Company.

Brunswick, Ga., April 24.—[Special].—Following recent announcement of the merger of the Foundation Company of New York and the Carpenter-Watkins Shipbuilding Co. of Brunswick, the new company has been chartered as The Foundation Company, Carpenter & Watkins, Incorporated. This new company has taken over the shipbuilding plant of the Carpenter-Watkins Shipbuilding Co., and extensive additions will be made.

The Carpenter-Watkins Shipbuilding Co. established its plant in November, 1916, when a site with 720 feet of frontage on East River was acquired and work of building a plant was begun. Its yard layout was well planned for economical operation, and has a full equipment for building wooden vessels. Since beginning operations, early in 1917, the plant has built only barges, some 30 or 40 having been completed for the M. & J. Tracy Transportation Co. of New York and the Erie Railroad.

During the latter part of 1917 two additional ways were added to the original equipment of four shipways. By agreement reached with the Government the Carpenter-Watkins Shipbuilding Co. was given the privilege of building for foreign governments and private parties; also it will receive from the Shipping Board priority orders on materials the same as if it were building for the American Government. This puts the new company in a good position to build ships, as contracts can be handled with equal facility for private

parties and foreign governments or our own Government.

It has been announced that the first contract will be for 200 barges, averaging 110 feet in length, for the United States Government.

### Carolina Shipbuilding Co.

Organization and plant details have been announced regarding the Carolina Shipbuilding Co., recently mentioned as to build a big shipyard at Wilmington, N. C., for the construction of steel vessels. The plant will cost \$3,500,000, \$2,000,000 being for plant construction and \$1,500,000 for machinery and shop equipment, the facilities to include four berths 430 feet long. Wood and concrete construction has been adopted for the ways and provision will be made for two additional ways and a fitting-out basin with a 425x70-foot pier. Nearly all the buildings will be of wood construction except the fabricating shop and mold loft, which will be of structural steel, 1000 tons of steel being required, to be built by the George A. Fuller Company of New York.

The company has a Government contract for building 12 9600-ton steel steamships costing \$22,000,000, each ship requiring 3500 tons of steel plates. Its plain steel will be furnished by the Government, the fabrication of the stern and bow steel will be undertaken at the company's shop and about two-thirds of the steel tonnage required for amidship will be fabricated in various bridge works. The Government will finance the building of this plant and the construction of the vessels. Its contract calls for the prompt completion of the shipyard and the launching of the first boat within 11 months of the date of contract, launching one boat next March and an additional vessel during each succeeding month until all these ships are in the water.

The Carolina Shipbuilding Co. has organized as a subsidiary of the George A. Fuller Company, this corporation holding all the stock. Its officers are: President, Lorenzo Dilks, president of Milliken Bros.; vice-president and civil engineer, Eads Johnson; vice-president and manager of works, Ralph Starrett; all of New York.

### Concrete Steamships at Wilmington.

Steamships of concrete construction will be built at Wilmington, N. C., by the Liberty Shipbuilding Co., Max Schoolman, general manager at Brunswick and Matthew Hale of Boston vice-president, now operating a steel steamship plant established in accordance with a recent announcement. This Wilmington plant will be located on a 40-acre site, which includes a frontage of 2000 feet on the Cape Fear River, six ways to be provided for the construction of concrete steamships. Government contracts have already been obtained for four 3500 and four 7500-ton tank vessels, four ways to be provided and the first ship to be launched next October. The eight vessels will cost about \$1,500,000, and their construction will require the employment of about 2000 men, many of these to be experienced workers.

A decision has been reached regarding the details of this shipyard and the Government contract provides for prompt construction, in accordance with results obtained in experimental concrete shipbuilding at Brunswick, where the company has been building a vessel of this type for the past several months. The plant site is being presented to the Government and general improvements have begun preparatory to the actual building of the plant and the construction of vessels.

### Beaumont as Site for Concrete Shipbuilding Plant.

Beaumont, Tex., April 27.—[Special].—An investigation of conditions in Beaumont will be made by the United States Shipping Board to determine whether a shipbuilding plant for the construction of concrete ships shall be located here. According to information received from Senator Morris Sheppard, it is claimed that all of the raw materials necessary for the construction of concrete ships are to be found within easy transportation distance of Beaumont, and that there are available ideal sites for shipbuilding plants upon the Neches River, which is the deep-water outlet for this new port.

### Honor Badges for Faithful Performance in Shipbuilding.

With the idea of encouraging and stimulating the interest and fidelity of its men engaged in shipbuilding, the Foundation Company has inaugurated an honor

roll, which was put into effect April 27 on the launching of the United States steamship *Acema* at the company's Passaic River yard. This wooden cargo boat, built for the Emergency Fleet Corporation, is a sister ship to the 3500-ton *Coyote*, launched March 19. On the first honor roll were the names of the 250 men who had been working continuously at the Passaic River yard since the keel of the boat was laid, November 11, 1917. After the launching the men having received an honorable enrollment certificate were lined up at the base of the new flagstaff, under army officers, and were presented with honor badges by a representative of the United States Shipping Board. A similar ceremony will take place after each launching, which are expected to take place hereafter at the rate of about one a month.

### Contemplate Building \$1,250,000 Shipyard.

An investment of \$1,250,000 for building a shipyard at New Orleans is contemplated by W. M. Wood and associates of Decatur, Ill. The yard is to be equipped with six ways for the construction of fabricated steel steamships and the steel shapes will be obtained from the Decatur Bridge Co., of which Mr. Wood is president. When completed the proposed plant would employ from 2500 to 3000 men. Associated with W. M. Wood in this enterprise are E. C. Brown, construction engineer for the Decatur Bridge Co., and A. M. Kenney, president of the Citizens' National Bank, all of Decatur, Ill. Mr. Wood advises the MANUFACTURERS RECORD that this project is being seriously considered.

### For Concrete Vessels at Aransas Pass.

Otto P. Kroeger of El Paso, Tex., plans to establish a shipyard for constructing concrete vessels at Aransas Pass, Tex. He will build 250x50-foot fuel oil barges with 25-foot draft, tugs and other ships. A plant site has been leased on Harbor Island opposite Turtle Cove channel.

### Shipbuilding Notes.

A plant to cut spars for ships will be established at Beaumont, Tex., by the Columbia Spar Co. of Portland, Ore. William H. Fell, representing the company, is in Beaumont looking for a suitable site.

Plans and specifications have been completed for the shipyard which the Maritime Engineering Corporation will build at Elizabeth City, N. C. The plant will be equipped for the construction of steel steamships and a site has been leased on Machelhe's Island on Pasquotank River. This company was mentioned in March as chartered with a capitalization of \$1,250,000 and with Russell B. Smith of New York as president, to build this plant.

### Trade Acceptances Among Manufacturers.

The National Association of Manufacturers of the United States has sent a circular-letter prepared by its trade acceptance committee to its members, stating that it has become actively identified with the American Trade Acceptance Council, which is composed of committees of the National Association of Manufacturers, the National Association of Credit Men, the Chamber of Commerce of the United States and the American Bankers' Association; also that the Council is directing a country-wide campaign to bring about the general adoption of the trade acceptance method of financing transactions arising from the sale of merchandise. With the letter is enclosed a list of questions concerning trade acceptances, replies to be filled in and the sheet returned to the headquarters of the association at 30 Church street, New York city. The data thus collected is to be used for the basis of an article to be published in the monthly magazine *American Industries*.

The trade acceptance committee expresses its belief that the association as a whole should actively support the trade acceptance method "first as a patriotic measure at this time by converting our so-called frozen, unavailable book accounts into live, liquid assets, eligible for discount at the Federal Reserve banks, thereby releasing additional capital consistent with sound banking, and secondly, because the use of the trade acceptance will emphasize the importance of terms of sale in the selling contract, a point that greatly needs to be emphasized in this country. It will prove a strong factor in stabilizing and conserving the finances of our industrial organizations during the period of reorganization after the war, when every means within our power must be used to maintain our credits and strengthen our financial resources."



# England Using No Foodstuffs for Whiskey

BEER CUT TO ONE-THIRD OF ANTE-WAR PRODUCTION AND TO TWO PER CENT. OF ALCOHOL—PRO-GERMAN ACTIVITY RESPONSIBLE FOR MANY LIES ABOUT MATTER.

[Special Correspondence Manufacturers Record.]

Washington, D. C., April 24.

Any attempt to keep track of the pro-German propaganda in this country necessitates a careful attention to a list of falsehoods that apparently increase over night and constantly makes headway in new directions.

Perhaps the most interesting, because of its indication that no opportunity is ever overlooked, is that which inveighs against the horrid crime of sending foodstuffs from America ostensibly for the use of the hungry populations in England, only to have the material seized by the callous authorities and then converted into spirituous liquors.

This remarkable solicitude on the part of the German agents for the moral welfare of the inhabitants of Great Britain becomes a part of the absurdity of the whole series of statements issued in this connection. The master stroke comes in at the point where stress is laid on the privations which are undergone in American homes by the giving up voluntarily of their wheat allowances in order that the Britisher might revel in gin, rum and the whole category of mind-inflaming drinks.

But more remarkable is the fact that intelligent Americans have been deceived by the propaganda. There have been brought to the attention of the officials of this Government, as well as representatives of the British Government at Washington, a number of articles which have appeared in American newspapers on this subject. Some are in the form of news articles, while others take the proportions of editorial screeds against the criminality of the system that would rob American children of wheat bread in order that the British workman might carry on a carnival of debauchery.

There is no question in the minds of the officials of either Government as to the hand that is back of it all. They recognize the earmarks in every fresh instance brought to their attention. The general structure of the articles as they are brought together points to their common origin. Their one object is to utilize excellent moral sentiments, just as they do in their more depraved appeals, to bring in suspicions that may lead to dissensions, to break down the complete bonds of sympathy and understanding between the two great allied nations, to prevent concerted action, to accomplish by any means and under any pretense the one aim of Germany, which is to divide and rule. Where force is not expedient, guile may serve the purpose. Satan may prefer to go about as a roaring lion, but when the exigency requires he is not averse to presenting himself as an angel of light.

The plain truth of the matter is that every statement of this character that has appeared is an unqualified and unmitigated lie. Inquiry by the correspondent of the MANUFACTURERS RECORD has made evident that a definite propaganda of falsehood in this respect has been carried on. Investigation as clearly discloses that there is absolutely no foundation for the statement that cereals from America are being put to the uses alleged.

Whatever may be the individual views regarding the consumption of brewed or distilled liquors, it is well known that for centuries the British workman has drunk his beer at his meals. He considers it a necessary part of his daily diet, and defends its use as a necessity in that way, without reference to his appetite for stimulants. That there are thousands of British workmen who do not drink intoxicants in any form does not alter the general fact, any more than a similar situation in France affects the general fact that light wines are widely used as a beverage.

But in both countries there has been a constant regulation of liquor manufacture and the liquor traffic throughout the war years. To attempt to recite the innumerable regulations that have been imposed and enforced would take up pages. The general procedure, however, has been that each step became more rigid and restrictive than the one preceding. The final result is that no grain is now being used for distilled spirits in England or in France. In the latter country, of course,

wine has always taken the place of distilled liquors to an extremely large extent.

In the matter of beer in England at the present time, the amount being produced is only about 35 per cent. of the pre-war production. The alcoholic content has been cut at the same time, until now it is only 2 per cent., which amount, outside of legal definitions designed to enforce actual prohibition, is scarcely within the limits of what some authorities are inclined to consider as constituting an intoxicating drink. According to a statement issued by the Food Controller of Great Britain, the total food grains now devoted to the manufacture of beer in England amounts to about one week's supply of grain for one year of beer manufacture. This, it is understood, takes into account solid foods and eliminates entirely the question of alcohol as a food.

In compliance with a request for definite information on the subject, the United States Food Administration has furnished the following special statement for the MANUFACTURERS RECORD:

"England is using no foodstuffs for the manufacture of distilled spirits.

"The brewing has been greatly limited and the output of beer is now but 35 per cent. of the former output. A large part of the beer brewed at present in England contains only 2 per cent. of alcohol (compared with the 1 per cent. permitted in non-intoxicant beverages).

"The total use of food due to the use of grain and succharine in English brewing at the present restricted rate is somewhat less than 2 per cent. of the total food supply of the nation, or an equivalent of one week's total supply of food in a full year. In arriving at this result the beer is credited with only the solid food which it contains, no food value being allowed to the alcohol in it.

UNITED STATES FOOD ADMINISTRATION."

Officials at the British Embassy expressed much interest in the evidences of the enemy propaganda as made manifest in these widely-circulated charges. The Embassy is working now on more detailed information covering the matter. The British Pictorial Service, which has its headquarters in New York city, and which is the publicity department of the British Government in this country, has likewise taken vigorous hold of the calumnies and has cabled to London for official statistics in full, in order that this particular pro-German lie may be given its effectual quietus.

## Irrigation Water in Texas Under State Control—How Landowners Are Increasing Their Irrigation Activities.

Austin, Tex., April 27.—[Special.]—One of the important lessons that was taught the farmers of Texas by the prolonged drouth last season is the necessity and value of irrigation. This is shown by the unusually large number of irrigation projects which are now on foot in different parts of the State, particularly along the valleys in western and southern Texas. The State Board of Water Engineers has just granted a number of applications for the use of water for irrigation and there are many other similar applications pending before it for early consideration. Among the projects recently authorized are the following.

A. B. Secrest of Kerrville, to take water from the Guadalupe River to irrigate 12 acres of land.  
H. A. Fitzsimmons of Kerrville, to take water from the Guadalupe River to irrigate 112 acres of land.  
M. H. Dunshire of Beaumont, to take water from Mayhew Bayou to irrigate 90 acres of land.  
James E. Ferguson of Temple, to take water out of Little River to irrigate 439 acres of land.  
J. N. Escalera of San Antonio, to take water out of the Medina River to irrigate 125 acres of land.  
Roy Littlefield of Kerrville, Guadalupe River, 50 acres.  
Indelacio Uribe of Zapata, Rio Grande River, 20 acres.  
Z. Leonard of Kerrville, Guadalupe River, 15 acres.  
A. P. Cobb of Karnes City, San Antonio River, 44 acres.  
John Wilfert and others of Beaumont, Taylor's Bayou, 1000 acres.  
J. B. Murrah of San Antonio and Charles A. Davis of

Kansas city, from Devil's River, in Val Verde county, 12 acres.

M. A. Purnell and Martha E. Purnell, Cotulla, Nueces River, 100 acres.

Mrs. M. Willis Jackson, Victoria, San Antonio River, 45 acres.

W. Brandenburg and others, El Paso, Rio Grande River, 2000 acres.

W. J. Neale, Waco, Brazos River, 300 acres.

W. L. Mann estate, Georgetown, San Gabriel River, 13 acres.

W. H. Furr, Kerrville, Guadalupe River, 21 acres.

H. H. Weinert, Seguin, Guadalupe River, 27 acres.

T. T. Shockley, et al., Center Point, Nueces River, 14 acres.

H. G. Edens, Kerrville, Guadalupe River, 60 acres.

H. T. Stearns, Georgetown, San Gabriel River, 32 acres.

Otto Polzin, Georgetown, San Gabriel River, 100 acres.

E. M. Howard, Lampasas, Lampasas River, 8 acres.

Otto Weltner, Bandera, Verde Creek, 1 acre.

City of Henrietta, to dam the Little Wichita River, and impound sufficient water in reservoir for municipal purposes.

C. R. Eddins, Kerrville, Guadalupe River, 14 acres.

Guy Denton, Beaumont, Taylor's Bayou, 1050 acres.

## Metal Trades Association Meets in Atlanta in May.

The annual meeting of the Southern Metal Trades Association will be held May 23 and 24 in Atlanta at the Piedmont Hotel. Every foundryman in the South is invited to attend, whether a member of the association or not.

By attending the convention you will have the opportunity to meet other foundrymen, exchange ideas and discuss business of interest to you.

A full program has been arranged. Nationally-known speakers will address the convention on subjects of interest to all foundrymen, and in addition, the entertainment feature will not be lacking.

Send your name in now so that the committee will know how to prepare its plans.

## Millions Added to Texas Farm Values by Levee Construction.

Dallas, Tex., April 25.—[Special.]—It is stated by Arthur A. Stiles, State reclamation engineer, that the levee which is being constructed along the Trinity River, just north of Dallas, is the largest in Texas. It will be seven miles long and have a uniform height of 26 feet. It will serve to protect from overflow and reclaim 5000 acres of land, which in its present condition has a value of about \$35 per acre. Mr. Stiles estimates that the levee protection will enhance the value of the land to about \$500 per acre.

Another levee district is to be formed soon just below Dallas. It will embrace 5000 acres, and the levee along the Trinity River will be constructed at a cost of about \$100,000. The reclaiming of the land will enhance its value from about \$35 per acre to \$150 per acre, Mr. Stiles says.

## Utilizing Heavily Timbered Lands in Eastern North Carolina.

Raleigh, N. C., April 22.—[Special.]—The R. J. Reynolds Tobacco Co. of Winston-Salem has purchased 2444 acres of heavily timbered land near Lake Phelps, in both Tyrrell and Washington counties, in Eastern North Carolina, the timber to be used in making tobacco boxes. The purchase was made from Mr. Richard Neal, owner of the great "Somerset" farm. The timber is among the finest anywhere in the State, and some of it is of immense size.

North Carolina is one of eight States in the Union which reforest themselves most speedily, and timber is now being cut for the second time in a third of a century by some of the great lumber companies in the eastern section.

## Naval Proving Grounds for Virginia.

Proving grounds requiring an expenditure of \$675,000 will be constructed and equipped on Persimmon Point, in King George county, 20 miles from Fredericksburg, Va., by the War Department. The amount mentioned is included in the recent appropriation bill for enlarging the naval proving grounds at Indian Head, Md., and the Virginia plant will be located on 1000 acres of land. The \$675,000 expenditure is divided as follows: \$100,000 for purchasing the land; \$175,000 for constructing a railway; \$100,000 for building a bridge at Mathias Point; \$300,000 for general improvements. It is understood that Government engineers are now preparing plans and specifications for this work.

## Almost Limitless Potentialities in Eastern North Carolina

EXPANSION OF TRUCK-GROWING INDUSTRY—RENEWED ACTIVITY IN LAKE  
MATTAMUSKEET DRAINAGE WORK—CREATING FARMS IN TIMBERED  
BLACK LANDS.

[Special Correspondence Manufacturers Record.]

Raleigh, N. C., April 27.

A recent trip through Eastern North Carolina revealed the wonderful possibilities of that section, which as a producer of truck crops fills the important gap between Charleston and Norfolk. This fill-in is the prime cause for the handsome figures obtained by the truckers, who last year got as much as \$10 and \$11 a barrel for their Irish potatoes, and even at these unprecedented figures could not meet the demands.

This season the Irish potato crop is far ahead of any ever planted in the matter of acreage, and the season has been wonderfully good for farm work since early in February; in fact, the most favorable ever known at this season. The acreage in peas is also large and the crop promising.

The writer's tour carried him through 21 counties, and special studies were made of each, all the way from the South Carolina line to the Virginia line, covering the ocean border counties and those of the sounds. It is a watery world, as there are nearly 2000 miles of navigable sounds, estuaries and streams. Some of the streams are extraordinary, and the most interesting case is afforded by the Roanoke River and the Cashie, both of which empty together into Albemarle Sound, the latter being the largest body of fresh water on this continent except the Great Lakes. The Roanoke is as yellow as Virginia and North Carolina clay can make it, 40 feet deep, with a four-mile current, and literally full of fish, particularly herring, madly rushing upstream, while the Cashie, blue-black, 40 feet deep and so narrow that it seems like a gigantic ditch, is as clear as crystal when dipped up in a glass. In it the herring and shad hardly enter, as they do not like juniper water. This river has no current unless it is backwards, for it is like a lagoon all the 35 miles from Albemarle Sound to the attractive town of Windsor, the head of navigation, where the stream is 60 feet wide and from 40 to 50 feet deep.

In the Roanoke River ingenious revolving "fishing machines" border the stream, and they pour fish into the boats, literally in a living stream of silver and purple. Day and night these fishing machines work automatically, and they catch herrings by the million.

The catching of eels on the Roanoke, for shipment alive or smoked, is also a big business, and they are in great demand North. They are smoked in odd-looking houses which dot the river bank, notably at Williamston.

The writer went from Columbia, in Tyrell county, to the vast farms which in the old days belonged to the famous Pettigrew and Collins families, among others, but which passed into other hands after the Civil War.

Mr. Richard Nml, who bought one of the grand old mansions, formerly the Collins place, known as "Somerset," caught last season in the canal within 20 feet of the front portico of his home over \$20,000 worth of herrings.

These vast farms, in the slave days superbly cultivated by the rich and scholarly men who owned them, had largely gone to ruin, but the Collins farm is being restored by Mr. Neal and Indiana men have bought the vast Pettigrew plantations known as "Magnolia" and "Bonarva," five miles long and two miles wide, and will this season produce great crops of corn, cotton and soy beans. The land is rich as prairie and only needs lime, which is easily obtained from the vast beds of marl not far away.

The great drawback in most of the eastern counties is the presence of the cattle tick, which means wretched cattle. There are many hogs, which are much better in quality. The cattle have actually to be hunted and shot to get the beef, like wild beasts. There are a good many sheep, and in Hyde county, which has a soil of remarkable richness, the writer found hundreds upon hundreds of cattle, hogs and sheep standing or lying in the apologies for roads, which after rains are like quagmires, the inky black ground giving every animal about the same color.

In fertile Hyde as much as 100 bushels of oats to the

acre have been produced, and over 70 bushels is common. Hyde is a type of much of that region, with its open range for cattle and their poor quality, sparse population and no outsiders coming in, but full of promise. This eastern fringe of North Carolina is about the last open territory on the continent, and has an enormous advantage over the great west because there is water transportation anywhere right at the door, big markets near at hand and the greatest abundance of fish of all kinds, making a living cheap through the great variety of fresh and salt water fish.

Two years ago the writer described the drainage work in progress at Lake Mattamuskeet, in Hyde. This is the largest lake in the State, and was owned by the State Board of Education. Its bottom embraces almost exactly 50,000 acres. That board sold it for \$2 an acre to a Western firm, which expended \$500,000 on the pumping plant and canal dredging. When the writer was there in 1916, in midsummer, nearly all the water was pumped out and later the lake bed was dry, but last autumn the pumping stopped and as a result the lake bed refilled. The old company failed, and now the lake bed and a great stretch of the territory adjoining are owned by the First National Bank of Columbus, O., which took over the new Holland Farms Company, which had succeeded the Southern Land Reclamation Co. At a sheriff's sale for taxes at Swan Quarter the banking company bought in the land, the taxes due being \$137,000. The work has now been resumed, and Mr. Wills of Columbus, O., who had the original contract for the dredging, has two large dredges at work at Fairfield, on the lake rim. He has done great dredging and reclamation work in Florida. These dredges are cutting the dyke line of canals. The shape of the lake is like a saucer. Its length is about 20 miles, and its greatest width about seven miles. A mistake was made in the original dredging in cutting canals in the lake bed while it was still full of water. These canals have all filled. They will not be touched again until the water is pumped out. A supply of coal could not be had last autumn, but now coal has been secured for the pumping station, which is one of the most powerful in the United States.

Well-informed Hyde county property-owners inform the writer that the work already done around the lake by the dredges has repaid the farmers for the drainage tax at the rate of 15 cents an acre, which they have paid the drainage company. Now the drainage tax per acre has been increased to 50 cents, but it has been intimated that after this year it will drop back to 15 cents. The drainage company owns something like 200,000 acres of land, the greater part of it outside of the lake.

Some 20 years ago State convicts graded a railway through Hyde county, making a bold curve and following the eastern shore of the lake, but the rail has never been laid. The State has offered the roadbed to any company which would equip and operate a line. The writer was told that the Norfolk Southern Railway decided to do this, but that some of the private stockholders of the roadbed demanded too much for their stock. The road would connect with the Norfolk Southern at Belhaven, which is about 28 miles from Swan Quarter, the county-seat of Hyde. The right of way is directly through that tiny town, which is on the water side.

It is found that in various places in the eastern counties men who say they represent Pennsylvania coal mines are buying every foot of old iron and steel rail they can find, no matter how small the dimensions, and this is being loaded and shipped daily. At Columbia the writer found old rail at the abandoned plant of the Branning Lumber Co., which had just been purchased and was being loaded. This lumber company has for years cut vast quantities of timber in North Carolina, but has now consumed much of its holdings. Its big mill at Edenton was found to be running on short time.

On the way to Raleigh the writer found people in the vicinity of Zebulon, which is in Wake county, inter-

ested in the building of the Narron Central Railway from Kenly to that place. The distance between the two places is 26 miles, Kenly being on the Atlantic Coast Line and Zebulon on the Norfolk Southern. This road was bought by Mr. John Narron and associates of Johnston county, and is in operation as far as Dixie, 14 miles from Kenly and 12 from Zebulon. The road was built and owned by the Dennis Simmons Lumber Co., which has great holdings of timber in a number of the eastern counties, some quite close to Raleigh, and which has many sawmills. This is a home concern, but most of the big lumber plants are owned by people from the North and West.

The writer's route lay through the great territory known as "Black Lands," which extend for miles on each side of the Norfolk Southern Railway. Mr. J. M. Barr, for some time president of the Seaboard Air Line; Mark W. Potter, president of the Carolina, Clinchfield & Ohio Ry.; the Wilkinson Bros., are the big men in this tremendous development. They have dredged scores of miles of canals, cleared the forests of the immense and thick-standing timber and are planting wide areas. One would think the scene was a Western prairie, so black and rich is the land, were it not for the canals and drainage ditches which check the landscape like a vast checker-board. First the forest, as dense as any tropical jungle, is killed, the larger trees taken out for lumber and the smaller ones ringed. The next season these trees are dead, they are felled and then fire is applied. When spring comes men go among the tangle of half-charred stumps and logs and plant corn, making a hole with a sharpened stick, dropping in the grains of corn and soon, when summer comes, the blackened stumps and fallen timber are obliterated by a sea of green. The next season the stumps and logs are put out of the way by another burning, and then the ground is smooth and as rich as cream. The corn planted in the holes made by the sticks is called "stuck corn," and really yields a big crop in the first rude planting.

All about in the "black lands" houses are going up, generally in groups like colonies. A dredge is nearly always in view, and some of the canals are navigable. As far as one can see they extend right and left from the railway and one is alongside of it. The canal banks are level, and are often used as roadways. The timber, largely gum and cypress, is, of course, in great request, yet the waste by fire is tremendous, and enough wood was destroyed in one burning to keep much of North Carolina warm a week in the coldest weather, no doubt. One of the State's department of agriculture experiment farms is in the "black lands," which cover a large part of seven counties, the center of the present improvement being between Belhaven and Washington, in Beaufort county. This looks like one of the most promising agricultural developments the writer has yet seen in the State.

FRED A. OLDS.

### Working for Greater Animal Production South

The Louisiana Swine Breeders' Association meeting, recently held at Unedus, La., demonstrated a spirit which argues well for greater animal production in the South. Supplemental to the keen interest in the problem evinced by the raisers of meat animals was the assurance given the gathering by A. G. T. Moore, assistant secretary of the Southern Pine Association, that the lumber manufacturers owning the greater proportion of idle cut-over lands of the South have begun active and constructive efforts toward making the South the foremost animal-producing section of the country.

A great feature for the South was predicted by Mr. Moore growing out of the combined activities of the animal raisers and landowners, coupled with extensive experiments now under way with respect to the forage problem.

### Dallas Argues for a Farm Loan Bank.

In a large and handsomely illustrated publication of 24 pages the Dallas Chamber of Commerce and Manufacturers' Association of Dallas, Tex., impressively presents its argument for the location of a Federal farm loan bank in that city. There is a map showing the section of the country which it is claimed the South-western land bank district should include, viz., Texas, Oklahoma, Arkansas and Louisiana, besides other maps showing the land in farms and the improved land in the whole country. Several diagrams, coupled with copious data, also strongly support the claims of the city. There is much other material devoted to the same object. Lewis Lipsitz is president of the association and Nathan Adams is chairman of its committee on the farm loan bank.



## Would Be No Serious Labor Shortage Were Loafers and Slackers Hard at Work

GOVERNMENT INVESTIGATIONS SHOW NEED FOR STRINGENT LAWS TO  
ROUND UP THE SHIRKERS—CONDITIONS ON THE FARMS WOULD BE  
IMPROVED WITH HIGHER WAGE SCALE.

Washington, D. C., April 26, 1918.

"There is not a great labor shortage in any part of the country," said Mr. M. A. Coykendall, head of the Farm Service division of the United States Employment Service of the Labor Department, in the course of a conversation with a representative of the MANUFACTURERS RECORD. "Taking the country as a whole, there is enough for every purpose if it could be properly distributed and all the men put to work.

"A genuine labor shortage exists in certain spots, but this does not affect the statement I have made. The trouble is that there are slackers and those who won't work at all. This no doubt has always been the case. In peace times the number of the drones was unknown. The exigencies of war have drawn them into the limelight. They are not a very enviable contribution to society, but they are here."

In substantiation of his positive statement, Mr. Coykendall turned to his files of reports and drew therefrom a story of conditions as found at Roanoke, Va., which was by no means an isolated instance. One of the investigators of his division reported that in Roanoke there were more than 500 idle negroes loafing in the poolrooms and similar places, gambling and planning petty crimes, while the farmers of the State were crying for help. The same condition was reported for the capital of the nation. Any number of men, both colored and white, were hanging around places of amusement, with their eyes open to any sight but a job.

Here is a report from another investigator in Virginia, disclosing a peculiar condition and suggesting a remedy that is not without its fine points from a logical view:

"In the investigation just completed in Virginia it is a noticeable fact that in those cities where the municipal regulations prohibiting vagrancy and idleness are rigorously enforced there is to be found the greatest demand for labor. The tendency on the part of these people who are affected by the enforcement of these laws is to migrate to other cities where no such regulations or where those less stringent are in operation. Large numbers of them leave the State entirely for Northern and Western cities.

"I am of the opinion that a solution of this problem may be found in the uniform enactment of stringent laws against idleness in all of the cities of the several States. If these cities or States would enact such legislation these idlers could find no advantage in continuing their migration from one city to another in their efforts to evade these drastic laws, and to find a refuge where some of them can work a part of the time only, while the remainder, mere parasites, remain idle and exist by plying their nefarious schemes of thieving, gambling and selling liquor.

"I find that in Virginia there is an ample supply of labor for all purposes. The question at issue is to secure this labor. It is absolutely certain, however, that it cannot be secured for farm purposes unless the farmers agree to pay more liberal wages than they are now offering. Diligent inquiry on my part failed to disclose a single case where the wages offered for such labor was in excess of \$30 per month, board and house."

There was a reluctance on the part of the head of the Farm Service Division to enter much into a discussion of this wage proposition as a remedy. This was due to some extent to the fact that the Department of Labor is looked at somewhat askance by the farmer when it begins to advocate a higher wage rate for the rural laborer. There are some figures furnished by the Department of Agriculture, however, which might be pondered in this connection.

From the statistics last named it is gathered that between 1914 and 1918 there was added to the farmer's income a general average of 120 per cent. by the increased prices he obtained for his wheat, corn, oats, cotton and potatoes. The increase obtained from truck in the same period was 99 per cent. and from livestock it amounted to 96 per cent.

Contrasted with these percentages are the increase in cost of living to the farmer. Between 1914 and 1918

he had to pay 64 per cent. more for his feed and the same in addition for his farm machinery, while the increase on the average in wages paid to the farm hand was only 35 per cent. In every respect, and notably in the last, the percentage of appreciation in the items of his income was much greater than in his items of expenditure.

Reverting to the suggestion for the passage of more stringent vagrancy laws, many cities in the South have already passed legislation prohibiting loafing and requiring that every able-bodied man work six days a week.

This last feature brings up the situation at many of the plants in the South where Government contracts are involved. These contractors offer such high wages—\$4 to \$4.50 per day for unskilled labor—that they attract farm hands to these jobs. This is more money than any of them ever made before. The result is that they work about three days a week and then "knock off" to spend it. The more deplorable result, from the standpoint of the nation's needs, is that the contractor has two men on his payrolls for every one man that is actually required. If all of these employers would require six days' work a week from its employees they would release large numbers who would be available for work elsewhere.

It may be said here that there is no longer any "over-bidding" by contractors for employees. An executive order recently issued provides that they must obtain their workers through the United States Employment Service wherever Government contracts are involved. But this alone will not solve the situation, even if the Government should take drastic steps to secure full-time service from workers on Government contracts. Nothing less than a general extension of laws against idleness and wholesale requirements on the part of all employers for full-time work would answer. As the Federal Government has no powers of police control in the States, it is clearly incumbent on the latter to take cognizance of their own responsibilities in the matter.

Wages are quite an important factor in securing and holding dependable farm labor. Mr. Coykendall's office has statistics from all over the country for the week ended April 6, which show the relation between farm labor needs and other prevailing conditions. Here are the conditions as reported by the employment offices in the Southern States:

States	Laborers called for.	Laborers directed.	Laborers applied.	Wages offered.	Conditions.
Alabama	156	4	4	\$20	Shortage, due to low wages.
Arkansas	223	10	10	35-50	No comment.
Florida	174	4	9	1.50-2	per day. Conditions unsatisfactory, due to low wages offered.
Georgia	149	2	2	20-25	Shortage, due to low wages offered.
Louisiana	18	2	2	20-25	Situation very good.
Maryland	74	40	51	20-40	Situation more favorable.
Mississippi	39	2	2	15-20	Shortage, due to low wages offered.
Tennessee	418	14	15	15-20	Demand heavy; wages not attractive.
Texas	39	15	16	15-50	Conditions improving.

The high figures of wage rates quoted as a maximum represent demands for special kinds of labor, such as in dairying. It will be noticed that the demand is invariably in excess of the supply in the Southern States included in the report, and that by far the greater number of comments attribute the unsatisfactory situation to the low wages offered. Much better conditions prevail in the East and West, where "conditions good," "slight shortage, but improving," and "supply equals demand" are the rule. Indiana furnishes the interesting note that "labor is being furnished by Boys' Working Reserve."

Taking the report as a whole, it is found that 72 per cent. of all the applications for farm work made during the week ending April 6 were placed by the employment offices, whereas only 35 per cent. of the calls for help by the farmers were filled by the same offices.

Where the wages ranged from \$30 to \$90—in Iowa, Wisconsin, North Dakota, Nebraska, South Dakota, Illinois, Kansas and Missouri—70 per cent. of the calls for help were filled and 69 per cent. of the applicants were directed to places of employment. Where the wages ranged from \$15 to \$50—in Texas, Florida, Georgia, Alabama, Mississippi, Louisiana, Delaware and Tennessee—less than 1 per cent. of the calls were filled. While the statement shows that 85 per cent. of the applicants in these States were directed to farm employment, this high rate is explained by the fact there were only 55 applicants, of which 47 were directed by the employment offices.

The condition summarized indicates that the belief of the United States Employment Service is that there are enough idle men to meet the unfilled requirements of all kinds of labor, including farm labor; in other words, that the selective draft, the enormously increased demands due to the war and the unusual diversions caused by higher wages at munitions plants, shipyards and other new centers of employment, all taken together, have not depleted the available supplies if all of the slackers and idlers could be rounded up and made to work regularly. The wage conditions for farm labor, especially in the South, should be bettered by offering more attractive inducements, which, it is indicated by statistics, can be done without undue imposition upon the farmer. And, finally, it is incumbent upon the States and communities everywhere to enact such legislation as will make it impossible for the drone to escape rendering some sort of useful service through the mere expedient of shifting about from one part of the country to the other, or by working a few days and then "laying off" until his money is gone.

The Department of Labor officials are much encouraged with the results thus far obtained from their efforts. The disclosures have been very helpful to them, and they are getting steadily in a better position to advise the people. But it is the latter who must eventually settle the troublesome questions. It is in their power to do so by taking adequate measures in a field of control in which the Federal Government lacks the privilege of entering short of the most extreme emergency.

### Georgia Utilities Companies Ask for Increased Rates.

Atlanta, Ga., April 26—[Special.]—Three public utility companies are petitioning the Georgia Railroad Commission for rate increase that will affect all of North Georgia and a large part of Middle Georgia if granted.

The petitions will be given a hearing before the commission on three successive days, as follows:

May 21, petition of the Georgia Railway & Power Co.

May 22, petition of the Atlanta Gas Light Co.

May 23, petition of the Central Georgia Electric Co.

It has been pointed out by Prince Webster, rate expert of the Railroad Commission, that the proposed rate increase, if authorized by the commission and not prevented by any other agency, would have the effect of

changing every contract made with the petitioning companies. A corporation, having contracted for power at the old rate for some ten years would, under the new ruling proposed to be made, be liable to the new rates for the remainder of that ten years.

That it is possible for other agencies to prevent the rate increases, notwithstanding their authorization by the Railroad Commission, has been pointed out by the case of the city of Atlanta, where an ordinance of the city government established the street-car fare rate at five cents, which is one of the rates proposed to be raised.

On this subject two opinions have already been presented, one by the city attorney, James L. Mayson, and the other Judge Hines, legal advisor for the State Railroad Commission.

The Georgia Railway & Power Co. in its petition asks for a six-cent street-car fare and a charge of two cents for each transfer issued. The petition of the Atlanta Gas Light Co. asks for increases in light and power rates amounting to approximately 33½ per cent.

Both companies give the high cost of labor, materials and all other essentials used in connection with operation as the reason why the increases are necessary.

## SELFISH LOCAL INTERESTS INTERFERE WITH NATIONAL PROJECT.

Flagrant Instance of Unpatriotic Community Spirit Seen in Albany's Opposition to Improved Transportation Facilities.

Washington, D. C., April 26—[Special.]—Developments in some parts of the country have recently attracted the attention of Congressmen and others to a greater need for co-operation between the various States and the Federal Government in all matters that pertain vitally to the nation's war-making program.

Considerable indignation has been manifest of late in official circles over the evidences that local or State feeling has been permitted to stand in the way of measures having the national safety first in view. It is altogether possible that a Congressional inquiry would divulge still more instances of this short-sighted and unpatriotic policy on the part of communities and States whose people as a whole have not yet grasped the full significance of the necessity for an absolutely united front against the common enemy.

One of the instances which has attracted no small amount of unfavorable criticism is connected with the proposal of the New York Central lines to construct a high-level, two-span bridge across the Hudson River. The object was to expedite its handling of through freight between New York and Boston, and that at a time when the transportation demands upon the lines made every economy in time and movement of the most vital importance.

Had the plan been permitted by the New York Legislature it would have prevented this vast freight movement from going into the already congested yards of the New York Central at Albany. This, apparently, was enough for selfish local interests to bring their influence to bear. The result is that a bill has been passed by the Albany Legislature and signed by Governor Whitman which has the effect of killing the whole scheme. Instead of fighting the bill in the open with barefaced opposition to the best interests of the nation, a bill was put through which requires a one-span bridge.

The Sage-Welsh measure, as it is known, is recognized in Washington as typical of the worst form of legislation in the worst days of legislation for private interests. The original plan of a high-level, two-span bridge is set aside under the unconvincing plea that the piers would obstruct river navigation. The shallowness of this pretext has been exposed by the civil engineers who have reported on the subject, including General Goethals, whose engineering knowledge, combined with that which he possesses of the present war needs of the Government, has made him a strong advocate of the original plan. Back of the proposed change were other officials of the Government who are fully cognizant of the importance of every saving that can be effected in the transportation systems of the country. The bridge is necessary to serve interstate commerce, and as it was originally proposed there would have been a great saving of steel in its construction. Under the requirements of the measure as passed there will become necessary the utilization of enough steel to build 50,000 tons, dead-weight, of ocean vessels at a time when every nerve of the Government is being strained in the building of its ships for overseas transportation.

The deliberate blocking of a national project, as this definitely is, will have its effect upon the interests which have adopted such unworthy methods. There is no question that the permanent benefits accruing to other communities will depend largely upon the manner in which they respond to the opportunities opened for local developments by the exigencies of war. As is generally known, there has been a turning to the South on a large scale in the diversions of traffic from Northern ports in order to relieve the fearful congestion which has been experienced through the tendency to continue automatically along accustomed lines of transportation despite the fact that the load was too big to carry.

Thus far there have been no evidences of any local or State interests in the South having attempted to reap undue profits as a result of this enforced turning in their direction. This in itself is the best guarantee that the diversions effected under the stress of war conditions will become permanencies in the peace times to follow. Especially will such examples of selfishness as has been disclosed in the Albany instance serve to rebound to the benefit of other communities which avoid the same errors. The conviction is growing in official

circles here that a full investigation by Congress into the influences which succeeded in thwarting the Hudson bridge construction along practical and feasible lines would not only serve to call attention to the situation in New York, but would make all other communities see where they can help, as well as where their action hinders.

## \$1,300,000 WOOD CHEMICALS FACTORY.

Bon Air Corporation to Build Big Tennessee Plant for Government.

A big wood chemicals manufacturing plant to supply the Government will be built at Lyles, Tenn., by the Bon Air Coal and Iron Corporation of Nashville, \$1,300,000 to be the initial investment. This corporation wires the MANUFACTURERS RECORD that the buildings will cost \$800,000 and the machinery \$500,000, consuming each day 200 cords of wood, the charcoal from this wood burning to be used for fuel in the company's charcoal iron furnace at Lyles.

The chemical plant will have a daily capacity of from 40,000 to 50,000 pounds of acetate of lime, 2000 to 3000 gallons of crude alcohol and 10,000 to 20,000 bushels of charcoal. A power-house, a stillhouse and 20 retorts will be included in the construction, the buildings to be of brick and cement, with the George A. Fuller Company of New York as the general contractor. Wood for burning in this plant will be cut from the Bon Air company's 130,000 acres of virgin hardwood timber land.

The iron furnace mentioned is to be improved at a cost of \$150,000, and will be blown in with a daily capacity of from 75 to 100 tons of charcoal iron. It will be rehabilitated and a washer plant will be constructed. About 1000 men will be employed by the chemical factory and furnace when they are in operation.

## Increasing Steel Output for Nation's Needs.

Washington, D. C., April 30—[Special.]—The Government's demands for steel are rapidly absorbing all the available supplies of the country, and it is anticipated that private orders will be increasingly difficult to fill as the war needs of the nation continue to increase.

Already approximately 85 per cent. of the capacity of the mills is being devoted to the Government work, and as a result the consumers who are without priority orders are practically forced to withdraw.

While this is working a real hardship in some individual cases, the pressing demands of the moment are so great that the consumers must accept the inevitable as a patriotic sacrifice. Charles M. Schwab, when he assumed charge of the Emergency Fleet Corporation, said that property will be of no use to anyone unless ships are built and the war won, and that the time had arrived when all the energies must be devoted to the single purpose of bringing victory to the allied cause.

That the virtual commandeering of the steel supplies, through the direct and indirect requirements of the war program, is bringing results is evidenced by the favorable reports which are now being received at the Shipping Board in regard to the deliveries of steel plates at the yards.

With a serious shortage confronting the shipbuilders only two weeks ago, it is now anticipated that the mills will be caught up early in May. Plate mills, working under a new spur, have made remarkable records in their output. In one week more than 110,000 tons of plates have been shipped, and the plants are running to full capacity. In addition to keeping up the domestic supplies, the mills are making good on the contracts with Great Britain. More than 5000 tons of ship plates are now going to the British yards each week in accordance with the agreement to exchange these for munitions delivered to General Pershing's forces. Chairman Hurley of the Shipping Board has expressed himself as well as satisfied with the progress being made on ship plates at the present time.

The hand of Charles M. Schwab is readily discernible in the increased production of the steel mills supplying the Emergency Fleet Corporation. Not only is he in touch with the situation at the mills and understands how to get full speed in production, but he has the ability to get results in Washington as well.

Immediately after his appointment as Director-General, Mr. Schwab took up the matter of the delayed ship plates with Chairman Baruch of the War Industries Board. The result of this meeting was apparent

at once in the rearrangement of the priority list, giving first preference to the Emergency Fleet Corporation in the deliveries of steel. In the order in which their needs will be met were then named the navy and plants engaged on destroyers and submarine chasers; the army; the railroad repair work, locomotives and construction work, and the rail manufacturers. This insures the prompt filling of all orders in connection with shipbuilding which is now accepted as the work of prime importance.

In order that the work of the shipbuilders may be unhampered by any shortage, the Railroad Administration also has agreed to a material cut in the amount of steel to be used in the new rolling stock. Wood is to be utilized to a large extent in the construction of the new freight cars. In the rails it has been suggested that lighter sections will help in the conservation of steel, and Bessemer steel rails will be favored in order to release open-hearth steel for munition plants.

These arrangements, officials believe, will insure full supplies of steel plates for the shipyards, and with the elimination of private orders, except where shown to be absolutely necessary, the steel resources of the nation will meet the requirements of the war program.

## Sword Presented to Major Dupont.

Charlotte, N. C., April 29—[Special.]—In token of appreciation not only for himself but for the republic which he represents, the citizens of Charlotte presented a saber to Major Edouard Dupont, head of the French Commission, who has been engaged for some time in training soldiers at Camp Greene.

At the ceremony, which took place last evening, ex-Mayor T. L. Kirkpatrick made the speech of presentation, as follows:

"On the morning of August 3, 1914, Christian civilization, like a scarred oak of the forest, fell from her place. Germany had been unable, notwithstanding her powerful intellect and mental action, to eliminate from her political and social structure the elements of force, feudal antecedence, absolutism and substitute in place thereof the beauty of her genius and the liquid gold of liberty. Because of all this, from that hour until now, a world has been out of joint, mankind in the garden of Gethsemane and the human race a prey to the German beast of lust, passion, greed and selfishness.

"As long as the annals of time shall last, the name of Marshal Joffre and the invincible heroic Frenchmen who hurled back the Germanic horde at the Marne will be revered by all mankind as sacredly as the immortal Leonidas and the 300 Spartans who held the pass of Thermopylae.

"From the day that the great Frank or French people, under the valiant leadership of Charles Martel, at the battle of Tours, rescued the Cross from the Crescent, Christ from Mohammed, France has been the guardian of liberty, great in art, profound in literature, rich in philosophy, science, law and history, wise in statesmanship and glorious in warriors.

"No people have greater reason to be proud of their ancestry. The progress of humanity has been literally bathed in their blood, the pathway of time strewn with their bones. Inspired by the divine spirit of Joan of Arc, they have ever willingly offered themselves as a holy oblation upon the altar of liberty. France's contribution of Napoleon to the world alone suffices to immortalize her.

"Major Edouard Dupont, I am commissioned on behalf of the citizenship of Charlotte to present to you this saber as a testimonial of your valor and bravery and the love and esteem and gratitude in which our people hold you and the great republic which you have the honor to represent.

"May it not be suspended like the sword of Damocles by a thread, but be hurled with Jove-like power into the very heart and marrow of autocracy.

"May you be able with this argument to help preserve immaculate the escutcheon of the Goddess of Liberty, maintain her in her virginity on that high pedestal where the heroic efforts of Beaumarchais, Count Rochambeau, Marquis De Lafayette and the father of our country, George Washington, through their blood, tears and sacrificial death placed her.

"God grant that this sword may flash far in the front of the deadly fight, high o'er the brave in the cause of right, until its stainless sheen, like a beacon light, makes your own beloved France again become the most beautiful lily on the breast of the great Western European expanse."



# The Iron, Steel and Metal Trades

## Steel Requirements Increased.

New York, April 29—[Special.]—Steel producers are commencing to realize the tremendous war task that confronts this nation and are coming to believe that war needs will prove larger than steel manufacturers were expecting even a few weeks ago.

The requirements of commercial consumers of steel have evidently increased. Their receipts of steel since March 1 have been fully double those of January and February. Still they do not appear to be better supplied than formerly. In nearly all branches of the finished steel trade there is pressure from buyers for better deliveries. This relates more to shipments under old contracts than it does to fresh market demand. Inquiry in the open market is confined chiefly to relatively small lots for early shipment. In the majority of cases the mills are not in any position to quote prices.

Production at either blast furnaces or steel works does not increase. Most reports indicate that this month's tonnage will hardly exceed that of March, when there was such an improvement over the showing for the two preceding months of the year. Output, however, is approximately equal to that of 1916, the new construction of the past two years being about balanced by the restriction at present.

It is clearly indicated that the Railroad Administration is about to turn to Bessemer rails and leave open-hearth steel alone for other war activities. Bessemer steel has of late been the main reliance of commercial consumers. To whatever mill they turn, making both Bessemer and open-hearth, they have been almost invariably greeted with the statement that open-hearth is impossible. If anything can be furnished it must be Bessemer. The tin-plate mills are using Bessemer steel almost exclusively, and that takes fully 150,000 gross tons a month out of the situation to start with, and not a ton of that can be spared.

The sheet industry is absorbing considerable Bessemer steel and wants more. If Bessemer rails are to be made also—and thus far in the year only a very small tonnage of rails of any kind can be produced—there will be a further serious drain. The total production of Bessemer steel in March, in the form of ingots, was probably not over 800,000 tons.

All the plate mills of the country are now shipping more plates than heretofore for account of the Emergency Fleet Corporation. This is according to urgent instructions recently issued by the Washington authorities. The mills are shipping various percentages of their output, up to practically 100 per cent. A rough estimate is that they are now shipping at the rate of fully 200,000 tons a month. That the Government is fully concerned over the plate supply is suggested by the fact that the buying of freight cars is being held up. It is recognized that it is desirable to place the car orders. They are being held back, however, either because the designs are being changed to provide wooden superstructures or because it is desired to wait a short time and see whether it will be safe to proceed with the original designs, employing the familiar all-steel construction.

A large contract for wire for France is pending, and additional specifications are expected shortly from Italy. It is estimated that about one-third of the output of wire manufacturers is now being utilized for Government work. About half the production of wire rope is going directly to the Government for domestic or foreign shipment.

Because of larger percentage of wire products being utilized in munitions domestic consumers are finding more difficulty in obtaining supplies on contracts previously placed. Less open-hearth steel is also allowed manufacturers of wire bars so that it is probable that manufacturers may soon have to pro-rate shipments to consumers. The Jones & Laughlin Steel Co. has notified its customers that practically all of its output for the next 30 days is required by the Government.

Although coke is in more ample supply for furnaces in the East, most of the merchant stacks are still operating scarcely more than 50 per cent. of capacity. This is particularly true of the furnaces in the Lehigh Valley. The Empire Iron & Steel Co. has four stacks active, but its output is only 50 per cent. of capacity. The Bethlehem Steel Co. has diverted all of the coke supply from its Danaghmore furnace to Sparrows Point and to Steelton. The only iron being made at Danagh-

more is small lots of low phosphorus. The stringency in the pig-iron market increases rather than otherwise with the lapse of time. Many consumers are constantly in the market for spot or nearby iron, and are willing to take anything available, whether high sulphur or otherwise. In fact, for every spot lot that becomes available there are five to ten customers.

Steel companies would take on a large tonnage of basic and Bessemer iron if the blast furnaces had any to offer. Most of the furnaces making foundry iron last week took on additional business to accommodate only regular customers as their contracts expire. One or two of the Eastern Pennsylvania furnaces have not made a sale for 60 days.

Many small Government inquiries for pig-iron continue to come out, and most of the inquiries before furnaces have an indirect bearing upon war work. Many small foundry consumers in New York, New Jersey and Connecticut are still anxiously in the market for small lots of iron for prompt shipment, and there are heavy inquiries for delivery over the last half of the year. It is difficult, however, to find producers who are willing to take on additional tonnages at the moment.

## Metal Markets Dull and Unchanged.

New York, April 29—[Special.]—The news last week that representatives from the copper refineries, as well as producers, will confer with the War Industries Board at Washington relative to the price of copper is evidence that added pressure will be brought to bear for a higher price after June 1. It appears upon the surface that the refineries are under contract to refine copper at charges which, under present costs of operation, show little or no profit. In order to get an adjustment of these contracts they are ready to join the producers in their appeal for a 25-cent copper market. In other words, if the Government will allow an advance of 1½ cents, the producers will turn over part of this to the refiners. Copper has been placed in an exceptional position through the demand being equal or in excess of the producing capacity. The market is unchanged, otherwise, from conditions previously reported.

As in the case of spelter, the freight rates on lead originating in the West have been advanced 2½ cents per 100 pounds to Eastern points. This makes the new rate from St. Louis to New York 19½ cents. There is not much to be said regarding the lead market last week, which was in a quiet and easy condition at 6.65 to 6.70 cents St. Louis basis for prompt and May shipments. Sales of favored brands were reported at \$2 and \$3 a ton higher.

Advices were received last week that higher freight rates on spelter from the West have gone into effect. A complete schedule of the new rates is not yet available, but to most Eastern points the advance amounts to 2½ cents per 100 pounds. The market showed a declining tendency last week. Sales of prime Western spelter for April shipment were made at 6.62½ cents St. Louis basis. May was held at 6.70 cents, June at 6.75 cents and July at 6.80 cents. The consuming demand was small, and not much buying took place during the week.

The tin market became much excited last week over the reported action of the Dutch Government in prohibiting exports of that metal. Exportation of tin from Java has been prohibited, but permits for shipments of old contracts will probably be granted. The port of Batavia in Java is the shipping point for Banca and Billiton tin. This prohibition of tin shipments has something to do, probably, with the present strained relations between Holland and Germany. The excitement was very noticeably felt in Chinese tin. Foreign interests were attempting to buy April shipment from China at 88 cents per pound. There is now no tin of any kind offering on spot, the nearest delivery being Chinese No. 1 on the Pacific coast, held at 91 to 92 cents a pound.

## Southern Iron Now Sold With Careful Discrimination.

Birmingham, Ala., April 29—[Special.]—Southern pig-iron manufacturers are simply picking out their orders, caring for friends' and regular customers and practically abstaining from the open market as yet for the last half of the year. Agencies of companies of this district are sending in many orders and requesting ac-

ceptance, but officials here assert that it is absolutely necessary to deal discriminately with the offerings and to watch closely the future. There is need for every ton that is being manufactured, and positively no apprehension is held that there is going to be any too much iron produced during the last half of the year. Increased output is assured the coming month, two furnaces at least to resume operations in the next week to 10 days, while within a few weeks further additions to the furnace capacities of the district will have been put in. It is estimated that upwards of 40 per cent. of the probable make with the furnaces now in operation has been sold for delivery during the last half of the year, and there are inquiries in hand which indicate that the other 60 per cent. could be sold easily were the furnace companies to throw open their books. It is also predicted that double the 60 per cent. could be sold if there was iron to fill such a demand. Reports are current that a couple of orders for round tonnages of iron were accepted recently in this district, the iron to be shipped to the Central West. There has been a constant demand for iron from Cincinnati, St. Louis and Chicago territories, and selling agencies of the Birmingham manufacturers in those sections are advising acceptance of business.

Home consumption shows but little improvement. Cast-iron pipe manufacturers in the Birmingham district, in addition to a few Government orders, have received a little order for the explosives factory under construction at Nashville, Tenn. Inasmuch as pipe is considered practically a non-essential, there is no hope for a full recuperation of the cast-iron pipe business in the near future. Machine shops and foundries in the Birmingham district are very busy, and recently received additional business that will last for some time. Considerable cotton compress machinery work has been placed in this district, Government requirements in compressing to be carried out when the new machinery is in operation. Government work, too, is still in quantity at foundries and machine shops in this district.

All work on the Fairfield Works development of the Tennessee Coal, Iron & Railroad Co. at Fairfield, near Ensley, is to be rushed. Contract has been let to W. H. Ebsary of Buffalo, N. Y., for the brick work in furnaces and buildings of the big additions, 6,000,000 brick to be used. The work is to be started on by May 15, and is to be completed within four months. The American Bridge Co. will care for the iron and steel work of the buildings as Ebsary proceeds with his contract. The contractor will employ not less than 200 bricklayers and helpers. The information is also given out that the 110-inch plate mill at Fairfield, part of the big additions, will be completed and in operation by October 1. Excavation for the foundations for the big works are ready for the structural work. Before the first of the coming year it is expected the Fairfield Works will be in operation. The brick products used in the furnaces and buildings of the Fairfield Works will be obtained in the immediate Birmingham district, and it is understood that the Government will assist in its prompt delivery. A ninth open-hearth furnace at the steel plant will be completed in November, bringing the Tennessee Coal, Iron & Railroad Co. steel production to 120,000 tons a month.

The old material market, scrap iron and steel shows but little change. There is not much demand for the various products and the market is unsettled. Scrap dealers are getting all the cars they need and contracts made some time ago are being filled with ease.

Quotations for pig-iron and scrap iron and steel in the South are as follows:

### PIG-IRON.

No. 2 foundry, \$33 to \$35.50, f. o. b. furnaces. Basic iron, \$32; revision by Government set for July 1, 1918; differentials on pig-iron same as before.

### OLD MATERIAL.

Old steel axles.....	\$20.00 to \$32.00
Old steel rails.....	25.00 to 27.00
Heavy melting steel.....	23.00 to 25.00
No. 1 R. R. wrought.....	25.00 to 27.00
No. 1 cast.....	23.00 to 25.00
Stove plate.....	20.00 to 22.00
Old car wheels.....	25.00 to 28.00
Tram-car wheels.....	21.50 to 24.00
Machine-shop turnings.....	17.50 to 18.00
Cast-iron borings.....	12.00 to 13.00

## Tri-State Road Meeting at Mobile.

A tri-State good roads meeting, embracing Mississippi, Florida and Alabama will be held at Mobile, Ala., May 14 to 17, under the auspices of the Alabama Good Roads Association. County commissioners and automobile owners are especially invited to attend. The purpose of the meeting is to create a greater sentiment and thought in the minds of the people of the need of good and permanent highways, how to get them, and the proper way to maintain them.

## RAILROADS

### \$350,000,000 for Cars and Locomotives.

Washington, D. C., April 30.—[Special.]—In preparation for the increased demands for fall and winter hauling, the Railroad Administration is preparing to spend large sums for new locomotives, freight and coal cars. It is estimated that the orders will aggregate \$350,000,000 and that wood will be used to a considerable extent in the construction of the freight cars, numbering approximately 100,000.

The first contract to be let under the new program has been placed with the American Car & Foundry Co. for 30,000 box and coal cars at a price close to \$90,000,000, giving a 5 per cent. profit to the builders. The exact prices have not been made public by the Railroad Administration pending the completion of contracts for 70,000 additional cars. Announcement of the other contracts is expected at an early date, and deliveries, including orders for 1000 locomotives, will be required within six months.

It is understood that the American Car & Foundry Co. will distribute the recent order for cars among its various subsidiary organizations at Memphis, Pittsburgh, Wilmington, Chicago, St. Louis, Detroit, Indianapolis and other cities.

The new box cars being ordered by the Railroad Administration are the composite type, using a considerable amount of wood. Officials state that while the steel supplies are being pressed to keep up with all the demands, there will be no difficulty in obtaining enough of the metal for the cars, which are deemed the most economical which can be used under the present circumstances. Wooden coal cars are said to have been found unsatisfactory on account of the severe wear to which they are subjected, and all-wood freight cars are liable to buckle under strain in long trains. The necessity of conserving on steel supplies is realized, however, and for that reason the composite freight car, using the maximum amount of wood which is believed to be desirable, will be the accepted model in the construction of the new rolling stock for the Railroad Administration.

### A PRACTICAL PATRIOT.

#### \$10,000 Liberty Bonds Bought by One Railroad Worker—Others Also Liberally Subscribe.

Atlanta, Ga., April 22.—[Special.]—Employees of the Southern Railway are displaying great interest in supporting the third Liberty loan, according to reports received here by Vice-President H. W. Miller. One employee, Bridge Foreman C. R. Adams, has made a cash subscription of \$10,000, representing all the money which he had saved or made on conservative, successful investments. Twenty-two dining-car waiters in Atlanta have each taken \$50 bonds to be paid for on the installment plan. These are two of many illustrations of the practical patriotism manifested by the company's employees.

"There is an interesting sentiment in connection with the large subscription made by Foreman Adams which bespeaks his devotion to his country," said Mr. Miller. "Last year the Southern was asked to furnish men for service in the railroad regiments in France. Although past 40 years of age, Mr. Adams was among the first to volunteer, but the recruiting officer rejected him on account of his age. When the third Liberty loan campaign began Mr. Adams felt that inasmuch as he could not go abroad, the smallest thing he could do would be to loan the Government all the money he had. And he lost no time in arranging for the cash subscription."

An intensive campaign is being pushed for the sale of bonds among all the Southern's employees, numbering more than 60,000, following an announcement by President Fairfax Harrison that the company will subscribe for any amount, not exceeding 25 per cent. of the yearly salary of any employee, the bonds to be paid for in 10 equal instalments, to be deducted from salaries monthly.

### A Line Saved from the Junk Man.

Marshall, Tex., April 29.—[Special.]—Through the intervention of W. G. McAdoo, director of railroads, the Marshall & East Texas road will not be junked. Its owners sought to abandon that part of the road between Marshall and Winnsboro, 74 miles, and to dispose of the rails. Court proceedings prevented this immediately, and it has been effectively estopped by Mr. McAdoo's taking over the line on behalf of the Federal

Government. Provision for a resumption of train service over the division has not yet been made.

The Marshall & East Texas Railway was regarded a few years ago as occupying a strategic position in the transportation field of East Texas. It was bought by A. T. Perkins of St. Louis, Mo., and associates, and was extended south to Elysian Fields, the purpose being to continue into Louisiana to connect with the New Iberia & Northern Railroad, also owned by Mr. Perkins and associates. From Winnsboro a northern extension was to go to Paris, Tex., connecting with the Frisco and the Santa Fe systems. An extension of the New Iberia & Northern from Shadyside to New Orleans was part of the plan. Fulfillment of these plans would have established a new trunk line between New Orleans and Paris, traversing the heart of the timber belts of Eastern Texas and Western Louisiana, and also tapping rich agricultural and oil-producing districts.

### BOUGHT A RAILROAD.

#### S. Bender of Shreveport Acquires Ozark Valley Railway.

A special dispatch from the S. Bender Iron & Supply Co., Shreveport, La., to the MANUFACTURERS RECORD says that S. Bender, president of that corporation, purchased the Ozark Valley Railway at the recent receivership sale held at Williamsville, Mo.

This line is 35 miles long from Williamsville north-east via Greenville to Cascade, Mo. It had been in a receivership for some time, the receiver being G. A. Long of Williamsville.

The corporate officers of the road are Ira J. Hoover, president, Williamsville; F. H. Thwing, vice-president, Kansas City; Orah D. Ridgely, secretary and treasurer, Chicago; Mrs. J. T. Long, assistant secretary, Kansas City; Joseph F. Lindsay, attorney, St. Louis; James K. Cochran, general superintendent, Williamsville. The home office is at 214 Finance Building, Kansas City, Mo.

### Shippers May Pay for Telegrams.

Mobile, Ala., April 29.—[Special.]—Haiden Miller, freight traffic manager of the Mobile & Ohio Railroad, has notified the Alabama Public Service Commission that his road has petitioned the Interstate Commerce Commission for a revision of telegraph rates, which would, if granted, force shippers and consignees to pay telegraph tolls instead of the railroad company, as at present. The petition states that the practice of railroads paying for telegrams is the result of competition, and that the regional director of the Southern railroads has asked that the practice be discontinued.

### Going to Dauphin Island.

Mobile, Ala., April 29.—[Special.]—The extension of the Mobile & Bay Shore Railroad from Alabama Port to Cedar Point, 3¼ miles, this line being a branch of the Mobile & Ohio Railroad, was completed April 27. It will give Mobile another outlet to the Gulf of Mexico, and when a short bridge to Dauphin Island is constructed, it will reach the nearest deep-water harbor on the coast having direct railroad service.

### Car Order Increased to 50.

The Washington Railway & Electric Co., Washington, D. C., has increased its recent contract to the G. C. Kuhlmann Car Co., Collinwood, O., from 20 to 50 street cars, which will be of the pay-within type, each seating 48 passengers. They will cost about \$12,000 each. Delivery is expected to begin about September 1.

### Railroad Notes.

W. R. Hudson, according to a report from Norfolk, Va., has been appointed general superintendent of the Seaboard Air Line at Hamlet, N. C., to succeed R. S. Marshall, resigned. He was formerly general superintendent of the Chesapeake & Ohio Railway, but has recently had charge of all terminals at Newport News.

J. W. Everman has been elected secretary-treasurer and superintendent of the Dallas Union Terminal Co., Dallas, Tex., succeeding Murrell L. Buckner, who recently resigned to become president of the Southern Leaf Tobacco Co., with headquarters at Nashville, Tenn. Mr. Everman, who for several years was superintendent of the Texas & Pacific Railway at Dallas, has recently been representing the American Railway Association at Fort Worth in directing the transportation of troops. He has assumed his new duties at Dallas.

## Good Roads and Streets

### Bonds Voted.

Shelby, N. C.—Cleveland county voted \$75,000 bonds for building 50-mile highway.

Paducah, Tex.—Cottle county voted \$100,000 bonds for building highways.

Centerville, Tex.—Leon county voted \$30,000 bonds for building highways.

Amite, La.—Tangipahoa Parish voted \$100,000 bonds for road construction.

### Contracts to Be Awarded.

Ardmore, Okla.—City will let contract for 2 miles of rock asphalt paving on concrete base; contemplates 3 additional miles.

Baltimore, Md.—State Roads Commission has report estimating \$350,000 as cost of repairing Baltimore-Washington Boulevard.

Oseola, Ark.—Mississippi county plans to construct a 43-mile road costing \$104,700.

Abbeville, La.—City receives bids until May 6 for constructing 1½ miles of gravel streets with concrete curbs and gutters.

Tuscaloosa, Ala.—Tuscaloosa county receives bids until May 21 for building 6-mile highway.

Starkville, Miss.—Oktibbeha county received bids until April 30 for road construction for which \$40,000 is available.

Batesville, Ark.—Independence county will build 80-mile highway estimated to cost \$134,000.

Fordyce, Ark.—Dallas county has plans and specifications for 27 miles road grading to cost \$36,000.

Lake City, Ark.—Craighead county has plans for building 26-mile highway to cost \$383,777.

Searcy, Ark.—White county has plans and specifications for building 4½-mile road to cost \$32,736.

Washington, Ark.—Hempstead county has plans and specifications for building 23-mile gravel highway to cost \$126,900.

### National Highways Essential to War Work.

"It has been said that 'the battle line in France is the battle line of America.' By the same token the American highways are all feeders to the battlefields of France," says W. O. Rutherford, second vice-president of The B. F. Goodrich Rubber Co., who has just been chosen to represent the Motor and Accessory Manufacturers' Association in the newly organized Highway Industries Association.

"We all know that transportation is one of the biggest factors in winning the war," continued Mr. Rutherford. "Now let us understand at the outset that the word 'transportation' involves a number of agencies. It is not only freight trains and ships, but it is everything that helps to move men or merchandise from one point to another; thus, canals, highways, horses, motor trucks, passenger cars, are all to be considered as important factors in moving the world's goods."

"We talk about the shortage of coal. There is no shortage of coal. Dr. Garfield says so. There is enough coal in our mines to last a hundred years. And so it is with iron ore, or with farm products and the whole range of foodstuffs. Speed up transportation—on the sea, on the railroads, on the highways. And we shall by that process overcome production shortages, fuel shortages and food shortages. The answer to our most serious current problem, namely, inability to make supply measure up to the demand, is speeding up our transportation agencies."

"It is a trait in human nature to veer too strongly in one direction. The American public suddenly cries, 'Give us more ships.' This same public, after checking the expansion of railroads for two decades, berates the rail carriers for inefficiency when the testing time comes. So far as our railroads are concerned we may still feel a commendable pride in what they have achieved; but let us fancy for a moment that we possessed hundreds of locomotives and other rolling stock which could not be used because railroad tracks were lacking. We would get busy and make roadbeds. Yet in another field of transportation, a condition almost parallel to this picture exists. We have close to half a million motor trucks in this country, but we are not getting the most out of them because only a scant portion of our roadways are in such condition as to admit of efficient motor-truck operation."

"The United States Government and our captains of industry recognize the importance of motor-truck hauling. It has just as great functioning power in carrying commerce as it has back of Haig's battle line in France. The Government is now trucking from the Central West to the Atlantic seaboard, but bad roads make the work slow and doubtful. What is needed is highways with a foundation strong enough to carry heavy burdens and built into a network of national routes."

"The local viewpoint in road building must give way



to the national, and some master plan must be evolved for solving our transportation problem on American roads. A director of railroads and a director of ship-building are very well and excellent, but why not a director of motor-truck transportation?

"If this country were to suffer invasion from a foreign foe, one of the first steps this Government would take would be to extend to the maximum its transportation facilities. National military highways would be the cry of the hour, but roads cannot be built in a day. In the moments when war is cruellest to us we see with greatest clarity of vision the answer to our biggest peace problems. One of these problems is transportation, and in this time of stress we perceive—at least every thinker does—that the motor truck is the agency that answers our traffic problems, whether they be of war or of peace."

According to Mr. Rutherford, the Highway Industries Association recommends a central control and authority of all highway construction, for the purpose of assuring the development of roads essential to the hauling of munitions and supplies by motor trucks throughout the country, since transportation is of paramount importance in winning the war.

### Business Organizations Asked to Discuss Highway Improvements.

Realizing that the reference to highway improvement in the general resolution on the development of water routes and highways for the relief of railroad congestion is not specific enough nor does it suggest any definite plan for procedure, the Highway Industries Association, 1410 H Street, N. W., Washington, is asking the Chamber of Commerce, Rotary Clubs and other business organizations of the United States to endorse and send a copy of the accompanying resolution to the President of the United States, Secretary of Treasury and Director-General of Railroads, Senators and Members of Congress from their district.

The complete resolution, which was unanimously adopted by the meeting of the Highway Transportation of the Chamber of Commerce of the United States at its recent convention in Chicago is as follows:

Whereas, the Chamber of Commerce of the United States, assembled in its War Convention in Atlantic City last September, urged as a war measure the prompt improvement of public highways; and

Whereas, the transportation requirements of the country, due to the war, can be only met by complete co-ordination of the carrying capacities of railroads, highways and waterways; and

Whereas, there has developed in our country a tremendous increase in highway transportation for the haulage of munitions, foodstuffs and essential supplies; and

Whereas, we recognize the necessity of a Federal war-time policy in respect to highway improvement, permitting the various States to immediately formulate a definite highway program; therefore, be it

*Resolved*, That we urge upon the Federal Government and the several States the importance of adopting a program that will insure adequate highway construction and maintenance; so that our highways may properly carry their share of the burdens of transportation; and be it further

*Resolved*, That we urge upon the President and the members of Congress the creation of a centralized Federal authority to determine the highway policy of our Government, with power to direct the administration of that policy.

### Government Shipping Station at Baltimore May Cost \$25,000,000.

Washington, D. C., April 30—[Special.]—In regard to the Government shipping station to be established on the waterfront at or near Baltimore, Congressman Linthicum said today to the MANUFACTURERS RECORD that the expenditure would very probably much exceed the \$15,000,000 estimate heretofore published.

"More than \$15,000,000, ultimately \$20,000,000 or \$25,000,000, I believe, will be expended in constructing the piers and warehouses that will form a part of the great governmental shipping station," said he. "The site must cover at least 50 acres, and there must be a water frontage 1000 feet long.

"Most probably these piers will be located in the Canton district, if enough land can be obtained there at reasonable prices. But if the prices are too high, the piers will probably go to Curtis Bay.

"These concrete steamship terminals the War Department has definitely decided to erect at Baltimore for the handling of quartermaster's supplies for the army in France, and they will accommodate at one time six of the largest type of army transports."

## TEXTILES

### New Atlanta Cotton Duck Mill.

From 45,000 to 50,000 pounds of cotton duck will be the daily capacity of the Adams Cotton Mills, Macon, Ga., organized with \$200,000 capital, and the following officers: President, B. T. Adams; vice-president, J. T. Adams; secretary-treasurer, E. B. Murray. This company's main building will be of brick construction, 483 feet long by 106 feet wide, costing \$75,000, erected by day labor, with L. W. Roberts, Jr., of Atlanta, as the architect-engineer in charge. The equipment will include from 7000 to 8000 spindles, 100 looms, 500 horse-power steam boiler plant, etc., costing from \$125,000 to \$150,000. It has been ordered from the manufacturers.

### Chickasaw Hosiery Mills.

Plans and specifications have been accepted for the Chickasaw Hosiery Mills, Oklahoma City, mentioned in January as organized with \$200,000 capital. The main building will be 125 feet long by 65 feet wide, and the dyehouse will be 75x50 feet, both of brick and mill construction, to be erected by day labor. An equipment of 80 knitters and accompanying machinery will be installed for a weekly capacity of 3000 dozen pairs of whole and half-hose. T. E. Cullen is secretary-treasurer of this enterprise, and W. S. Sears of Chattanooga, Tenn., is the architect for the plant.

### Adams Cotton Mills.

Cotton duck will be manufactured at Macon, Ga., by the Adams Cotton Mills, a new company which has been chartered by B. F. Adams, Jennings Adams and E. B. Murray. A 483x100-foot main building of brick construction will be erected for equipment with 8000 spindles and accompanying looms, driven by a steam power plant, the machinery having been ordered. Large warehouses and a number of frame cottages for employees will also be constructed.

### Kernersville Knitting Co.

Hosiery will be the product of a mill which the Kernersville (N. C.) Knitting Co. will establish. This company has been incorporated with \$25,000 capital by R. R. Ragan, M. L. Bates and Jas. J. Griffith, all of High Point, N. C.

### Wilson-Bell Hosiery Mill.

Cotton hosiery, 200 dozen pairs daily, will be manufactured by the Wilson-Bell Co. of Gastonia, N. C. This company was chartered recently with \$50,000 capital, and will install 250 knitting machines with electric-power drive. It has been organized with these officers: Frank L. Wilson, president; Miles Carpenter, vice-president; E. O. Bell, secretary-treasurer.

### Textile Notes.

M. R. Adams of High Point, N. C., will establish a hosiery knitting mill at Thomasville, N. C., where he has purchased a building to be remodeled for the plant.

L. M. Patrick, Gastonia, N. C., will establish a \$12,000 mill with 15 knitting machines and electric-power drive. He has a 50x24-foot brick building, and the equipment to be installed will have a daily capacity of 200 dozen pairs of hose.

The Bismarck Hosiery Mills, Carthage, N. C., will add 86 knitting machines with power and other equipment, increasing daily capacity to 575 pairs of hose. This company will also build an additional structure and equip it with machinery for finishing hosiery.

L. A. Wilson and others have incorporated the Hawkinsville (Ga.) Manufacturing Co. with \$50,000 capital.

L. N. Patrick will organize a \$15,000 company to build and equip a hosiery knitting mill at Gastonia, N. C.

### The Cotton Movement.

In his report of April 26 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 269 days of the season was 11,593,642 bales, a decrease under the same period last year of 1,024,381 bales. The exports were 3,487,851 bales, a decrease of 1,178,989 bales. The takings were, by Northern spinners, 2,148,737 bales, a decrease of 302,835 bales; by Southern spinners, 3,570,673 bales, a decrease of 79,117 bales.

## Comments, Kicks and Commendations

In order to permit our readers to express their views on what the MANUFACTURERS RECORD stands for, this page is open for suggestions, comments or criticisms.

### Thoroughly Aroused and Resents Postal Deficiencies.

John Kimberly, Asheville, Tenn.—Sorry to have to make a complaint, but I get the MANUFACTURERS RECORD once a month on Friday morning and once on Saturday or Monday morning and the other two weeks I do not get it at all.

Whose fault it is I do not know. If I get one MANUFACTURERS RECORD on Friday morning I do not see why I should not get the other three on Friday morning.

I must admit that I did not take very much interest in the MANUFACTURERS RECORD until the Lusitania was sunk. When that happened I got mad. I thought the United States should at once get Gerard and the Consular service out of Germany, take all German ships in our waters, lynch Von Bernstorff before he could get out of the country and then declare war.

I still think Mr. Bernstorff deserved lynching as much as any negro that raped and murdered a woman in the South. The man that had on clean linen and a rose in the lapel of his coat and was too proud to fight had my greatest contempt. The man who said "peace at any price" was too stinking low down to talk about. Peace at any price with the brute who murders, rapes, crucifies, and saws the arms off your neighbors!

The man in dirt-colored clothes that goes into this fight and comes out covered with mud, smoke, powder and blood is the man of all men. In these opinions I was alone in my neighborhood, and it seemed that the MANUFACTURERS RECORD alone thought right. I still think the MANUFACTURERS RECORD was right and is right. I was in Baltimore some months ago and called at the MANUFACTURERS RECORD office in hopes of having the pleasure of seeing this man who thought right and was not afraid to express his thoughts.

Hope I am not giving you any trouble, but I do not like to miss the MANUFACTURERS RECORD. Keep up the fire.

[We mail the MANUFACTURERS RECORD regularly the same hours every week. The blame for slow delivery or non-delivery is not upon our office.—Editor MANUFACTURERS RECORD.]

### "Our Business Is to Win the War—Nothing Else Counts."

S. Fischer Miller, President, Pacific Flush-Tank Co., New York.—This corporation, through its New York and Chicago offices, carefully reads your valued paper each week, originally for news items in connection with work and apparatus that we manufacture. Since 1914 your paper has been doubly interesting on account of the very vigorous stand you have taken for Justice and Equity, and a participation by the United States in this war, which is necessary to protect this part of the world from German domination.

At the request of the Department of Commerce to have our literature show an active prosecution of the War, and to convince as large a number of people as possible that the United States and its business men are in the war, and in the war to a finish, we have tried to condense such a statement to use on the top of our letterheads.

Fortunately, your paper gave us the clue, and we have borrowed from one of your editorials the words printed above, namely: "Our business is to win the war—nothing else counts." You will note that we have had our letterheads printed with this heading in bold type.

We ask your permission to crib this suggestion from your valued paper, and believe that in a few words it represents the spirit which should be manifest in the minds of all business men until Germany surrenders.

Your valued paper is doing a tremendous work in a section of the country where vast opportunities are present for successfully winning the war, and we wish to take this opportunity of expressing our great satisfaction in the consistent tone of your editorials and articles which have brought home to so many people the exact facts—which everyone needs to know at this time.

### Entire Nation Must Wake Up.

W. W. Gibbs, United States Hospital No. 8, Lakewood, N. J.—Thank God for your good work! Your articles should be read by everyone.

I have just returned from France where I tried to do my bit. However, I was unfit for service on account of diabetes, so am going to return to civilian life. I am going in the engineering business with headquarters in Jacksonville, Fla. This, however, will not keep me out of the "service," for I expect to continue to preach the gospel of your slogan "For God's Sake, Hurry Up." Until this nation—every man, woman and child—wakes up, it's just prolonging the time when we shall write in Berlin in large black letters, for Germany, Defeat.

### Millions of Readers Desired.

I. E. Hodge, secretary-treasurer Morgan Lumber & Manufacturing Co., Charleston, W. Va.—We have been reading your journal with a great deal of interest and satisfaction, particularly so throughout the present war period, and regret our inability to express to you our full appreciation of the grand and noble work you are doing along this line. We feel that you are doing considerably more than your "bit," and wish it were within our power to place your journal in the hands of millions of readers throughout the country.

# Construction Department

## IN ORDER TO FOLLOW UP

Properly the Construction Department items, please bear in mind the following statements:

### EXPLANATORY

The MANUFACTURERS RECORD seeks to verify the items reported in its Construction Department by full investigation. It is often impossible to do this before the item must be printed or else lose its value as news, and in some items it is found advisable to make statements as "reported" or "rumored," and not as positive information. If our readers will note these points they will see the necessity of the discrimination. We are always glad to have our attention called to errors that may occur.

### HOW TO ADDRESS

The name of one or more incorporators of a newly incorporated enterprise should always be written on letter addressed to the official headquarters or to the town of the parties sought, as may be shown in the item. Sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. By following these general directions the post-office will generally be enabled to deliver your mail promptly, although it is inevitable that some failure by the postal authorities to deliver mail to new concerns will occur, as our reports are often published before new companies are known and before they have any established office for the receipt of mail.

### WRITE PERSONAL LETTERS

In communicating with individuals and firms reported in these columns a letter written specifically about the matter reported will receive better and quicker attention than a circular. In most instances a return postal card or addressed and stamped envelope should be enclosed with letter.

In correspondence relating to information published in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

### DAILY BULLETIN

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$25 per year.

All advertising contracts in the Manufacturers Record for three months or longer include a subscription to the Daily Bulletin for the contract period, as well as a subscription to the Manufacturers Record.

## BRIDGES, CULVERTS, VIADUCTS

Ala., Florence.—Southern Ry., W. H. Wells, Chief Engr. construction, Washington, D. C., will rebuild 4 piers of bridge over Tennessee River.

Ala., Gadsden.—City, Ernest Smith, City Engr., contemplates building wood or concrete bridge, 60 ft. long, across Black Creek, on Chestnut St.; if of concrete, cost about \$3500; wood, \$1000.

Ky., Paducah.—McCracken County, Gus G. Singleton, clerk, let contract to East St. Louis Bridge Co., East St. Louis, Ill., to construct bridge across Massac creek on Paducah-Metropolis (Noble) road. (Bids lately noted on bridge, cost within \$30,000.)

Okla., Tulsa.—Tulsa County will construct bridge over Hominy Creek on Section D of State Highway; plans approved for 2 types of structures—4-arch span reinforced concrete bridge consisting of 55-ft. arch, 50-ft. arch, 80-ft. arch and 45-ft. arch, or 200-ft. steel trussed bridge, consisting of 100-ft. span and 160-ft. span; State Aid Project No. 1; County Comms. receive bids until May 6; Lewis Cline, County Clerk. (See Machinery Wanted—Bridge Construction.)

S. C., Chapin.—Lexington County, C. E. Corley, Supvr., Lexington, S. C., will construct 2 steel bridges at Chapin and Irmo; cost \$50,000; plans not completed; about 400 ft. approaches. (See S. C., Irmo.)

S. C., Irmo.—Lexington County, C. E. Corley, Supvr., Lexington, will expend \$50,000 to construct 2 steel bridges; at Irmo and Chapin; approaches about 400 ft.; date of opening bids not set; plans not completed; dirt fills from approaches to hill will cost \$10,000; State Highway Engr. in charge.

Tex., Palestine.—Anderson County Comms. have let contract for construction \$10,000 bridge; 603 ft. long; steel and concrete.

Va., Petersburg.—City, R. D. Budd, City Engr., will reconstruct pile trestle (Bishop's Bridge); cost \$10,000; bids opened May 1.

W. Va., Charleston.—Kanawha County Court, M. P. Malcolm, Prest., Charleston, and Lincoln County Court, L. B. Hill, Prest., Hamlin, W. Va., will construct steel highway bridge over Coal River, near and below Alum Creek; bids until May 20. (See Machinery Wanted—Bridge Construction.)

## CANNING AND PACKING PLANTS

Fla., Jacksonville.—Windermere Packing Co., capital \$25,000, inceptd.; R. F. Ensey, Prest.; P. A. Vans Agnew, V.-P.; Maude Ogden, Secy.-Treas.

Fla., Naranja.—H. D. Bowers is interested in proposed installation of canning machinery. (See Machinery Wanted—Canning Machinery.)

Miss., Crystal Springs.—John Paterno, New Orleans, La., will establish tomato cannery; purchased equipment.

S. C., Columbia.—Carolina Specialty Co., 1512 Sumter St., lately noted chartered, capital \$10,000, will manufacture vegetable butter, ice-cream cones, etc. (See Miscellaneous Factories.)

S. C., Manning.—Manning Canning Co., capital \$2500, inceptd. by C. A. McFaddin, E. C. Horton, J. K. Breedin and others.

Tex., Brenham.—Brenham Compress Oil & Mfg. Co. will install cannery; hourly capacity 300 to 500 cans.

Va., Crockett.—Dix Kraut & Canning Co. organized; John S. Dix, Prest.; D. Reed Porter, V.-P.; Jas. M. Miller, Secy.; Chas. J. Brower, Mgr.; erect 155x70-ft. and 60x60-ft. 2-story ordinary construction buildings; Contractor, Chas. J. Brower, Crockett; install general canning and kraut equipment. (See Machinery Wanted—Canning Machinery.)

Tex., San Antonio.—Apache Packing Co., capital \$40,000, inceptd. by Julius Maier, Dan Steurnagel and Henry N. Flats.

## CLAYWORKING PLANTS

Ky., Barbourville.—Bricks.—Barbourville Brick Co., capital \$40,000, inceptd. by L. L. Richardson, Hiram Owens and Joe Mitchell.

La., Plaquemine.—Bricks.—Plaquemine Brick Yard Co., capital \$15,000, inceptd.; Adonis P. Schnebelen, Prest.; Chas. Schnebelen, V.-P.; Walter E. Bryant, Secy.-Treas.

## COAL MINES AND COKE OVENS

Ala., Birmingham.—Donaldson-Stobert Coal Co., capital \$25,000, inceptd.; J. M. Donaldson, Prest.; Thos. Berry, V.-P.; Tom Stobert, Secy.-Treas.; develop Jefferson County coal land.

Ky., Ashland.—Furnace Coal Mining Co.,

capital \$100,000, inceptd. by E. E. Seaton, S. S. Willis and R. D. Davis.

Ky., Ashland.—Ashland Coal & Fire Clay Co., capital \$15,000, inceptd. by Chas. Smith, Edward Fannin and others.

Ky., Balkan.—Riceland Ridge Coal Co. increased capital from \$1200 to \$10,000.

Ky., Indian Bottom.—Rockhouse Coal Co. organized; P. M. McClanahan, Prest.-Mgr.; P. T. Wheeler, Hazard, Ky., interested; develop 2000 acres; daily capacity 1000 tons; H. H. Givens, Constr. Engr. (Coal lands lately noted leased in Rockhouse Creek fields, Letcher County, by P. W. Wheeler.)

Ky., Louisville.—Liberty Coal & Coke Co., capital \$50,000, inceptd. by A. G. Smith, T. K. Helm and H. B. Fleece.

Ky., Middlesboro.—Copper Fork Coal Co., capital \$6000, inceptd. by H. B. Broughton, Edward Broughton and Jas. Richardson.

Ky., Pineville.—Harian Peacock Coal Co., capital \$24,000, inceptd. by Henry Broughton, E. L. Shell and Jas. M. Gilbert.

Ky., Providence.—Dever Coal Co., capital \$25,000, inceptd. by John B. Dever and others.

Ky., Wilburst.—Wilburst Coal Co., capital \$20,000, inceptd. by J. C. Hurst and others.

Md., Oakland.—Taylor-Offutt Coal Co. organized; Prest., H. N. Taylor, Philadelphia, Pa.; V.-P., Wm. R. Offutt; Secy., Julius C. Renninger; both of Oakland; Treas., Wm. W. Justice, Philadelphia, Pa.; develop 300 acres 3 mi. from Oakland; establish plant.

Okla., Blocker.—Tri-State Coal & Coke Co. organized; J. E. Stillwell, Prest.; R. S. Hagar, Secy.; T. E. Pounds, Treas.; J. A. Dill, Mgr.; develop 230 acres; capacity not yet estimated. (Lately noted inceptd., capital \$100,000.)

Tennessee.—Tennessee Coal & Oil Co., capital \$1,000,000, inceptd. by F. R. Hansell, Philadelphia, Pa.; J. Vernon Pimm and S. C. Seymour, both of Camden, N. J.

Tenn., Knoxville.—Franklin Coal Co., capital \$2500, inceptd. by E. P. Carson, J. E. Keener, D. H. Jenkins, Sam E. Young and others.

Tenn., Knoxville.—Cross Mountain Coal Co., increased capital from \$100,000 to \$200,000.

W. Va., Ferguson.—Tri-Vein Coal Co., capital \$30,000, inceptd. by D. A. J. Watts, C. M. Morrison, L. D. Adkins and others.

Va., Graham.—Pocahontas Pig Iron Co. is reported to build by-product coke ovens.

Va., Pennington Gap.—Cumberland Collieries Co. organized; E. H. Easley, Prest.; V. L. Sexton, V.-P.; Jas. S. Kahle, Secy.; T. M. Morrison, Gen. Mgr.; acquired and will develop Lee County coal land.

W. Va., Charleston.—Federal Coal Co., capital \$3,000,000, inceptd. by H. R. Van Dusen, Wm. Hall and E. Johnson of Charleston, Judson E. Harney of Scranton, Pa., and John E. McCully of Philadelphia, Pa.; owns 33,000 acres Boone County and 22,300 acres Nicholas County coal land; organize subsidiary companies for development; expended \$500,000 for improvements; breaking ground for mines and constructing railway sidings.

W. Va., Kingwood.—Hoffman Coal Mining Co., capital \$30,000, chartered by Jao. Rankin and P. J. Grogan of Kingwood, W. D. Alt-house and Oscar O. Hoffman of Philadelphia, Pa., and others.

W. Va., New Martinsville.—Edgewood Coal & Coke Co., capital \$30,000, inceptd. by C. M. Stone, F. V. Iams, Mary H. Iams and others.

W. Va., Shrewsbury.—Franklin Fuel Co., capital \$5000, inceptd. by H. J. Lane, B. F. Watson and others, all of Mammoth, W. Va.

W. Va., Williamson.—Mingo Coal Co., capital \$100,000, inceptd.; Thos. F. West, Prest.; Irwin S. Pritchard, V.-P.; W. A. Grove, Treas.-Mgr.; T. G. Burke, Secy.; all of Roanoke, Va.

## CONCRETE AND CEMENT PLANTS

Fla., Jacksonville.—Concrete, Stone, etc.—Jacksonville Concrete Products Co. inceptd.; capital \$10,000; F. C. Hedrick, Prest.; E. W. Hedrick, V.-P.; A. W. Knight, Secy.-Treas.

## COTTON COMPRESSES AND GINS

Fla., Lake City.—Lake Ginning Co. inceptd.; capital \$25,000; W. S. McClelland, Prest.; H. F. Dobbin, V.-P.; Chas. Isted, Secy.-Treas.

Okla., Gracemont.—Sugar Creek Gin, Grain & Supply Co., capital \$20,000, inceptd. by John Pape, J. D. Shrader and Ray Shoop.

S. C., Taylors.—Hudson & Vaughn will rebuild cotton gin reported burned at \$8000 loss.

## COTTONSEED-OIL MILLS

Ga., Statesboro.—Farmers Products Co., capital \$25,000, inceptd. by M. W. Atkins, Brooks Simmons, S. H. Lichenstein and others.

Okla., Hominy.—Hominy Cotton Oil & Ice Co. increased capital from \$50,000 to \$100,000.

Tenn., Memphis.—Interstate Oil Press, capital \$3000, inceptd. by H. J. Parrish, A. G. Perkins, F. W. Brode and others.

## DRAINAGE SYSTEMS

Ga., Jefferson.—Jackson County Drainage Dist. No. 2, P. J. Roberts, Chmn., Pendergrass, Ga., asks bids until May 3, at Jefferson, to construct 21-mi. drainage canal with excavation of 845,610 cu. yds., on Oconee river and tributaries; Will D. Alexander, Engr., 412 N. Graham St., Charlotte, N. C. (See Machinery Wanted—Drainage.)

Mo., Allenville.—Little River Drainage Dist. No. 2, Wm. A. O'Brien, Chief Engr., 410 Himmelberger-Harrison Bldg., Cape Girardeau, will construct Allenville Spillway, near Allenville, Mo.; 41,300 cu. yds. excavation; 2700 cu. yds. concrete; 4750 sq. yds. 12-in. concrete slope paving; 4300 sq. yds. 6-in. concrete slope paving; 2720 sq. yds. 18-in. rip-rap slope paving; 1730 cu. yds. rip-rap; plans, specifications and contract forms on file with Isham Randolph, Engr., 1827 Continental Bank Bldg., Chicago, and obtainable from Wm. A. O'Brien, Chief Engr. of Dist., Cape Girardeau. (See Machinery Wanted—Spillway Construction.)

Mo., Caruthersville.—Elk Chute Drainage Dist., E. C. Randolph, Secy., Caruthersville, engaged Jacob A. Harman, Peoria, Ill., as engineer to prepare plans. (Under Kennett, this district lately noted to reclaim about 40,000 acres in Dunklin and 10,000 in Pemiscot counties.)

Mo., Charleston.—Maple Slough Joint Drainage Dist. (Drainage Dist. No. 32 of Mississippi County) and Drainage Dist. No. 31 of New Madrid County, L. T. Berthe, Dist. Engr., Courthouse, Charleston, will construct 3/4 mi. ditches, 1/4 mi. being scraper work and remainder floating dredge work; 2 1/2 mi. of dredge work is clean-out of existing ditches and remainder new work. Contracts with Dist. No. 32 include: Main ditch, 350,652 cu. yds. excavation and 274.54 acres clearing; Lateral Ditch No. 1, 3300 cu. yds. scraper excavation, 11,222 cu. yds. dredge excavation and 11.12 acres clearing; Lateral Ditch No. 3, 202,109 cu. yds. excavation and 158.53 acres clearing; total, 567,283 cu. yds. excavation and 444.22 acres clearing. Contracts with Dist. No. 31: Main ditch 289,885 cu. yds. excavation and 159.30 acres clearing; Lateral Ditch No. 4, 17,990 cu. yds. excavation and 10.16 acres clearing; total, 307,875 cu. yds. excavation and 169.46 acres clearing; total work by both districts, 875,158 cu. yds. excavation and 613.68 acres clearing; B. B. Guthrie, Mississippi County Clerk, Charleston. (See Machinery Wanted—Drainage System.)

S. C., Anderson.—M. W. Sloan and A. E. Eskew appointed committee to have preliminary survey made of Taylor Creek for additional work to drain land along its banks.

## ELECTRIC PLANTS

D. C., Washington.—Bureau of Yards and Docks, Navy Dept., will improve power plant under Specification No. 2905; cost \$3500. (See Machinery Wanted—Power Plant.)

Fla., Sarasota.—City is considering erection of electric light and power plant. Address The Mayor.

Ga., Reidsville.—City voted \$10,000 bonds to construct electric light system. Address The Mayor.

La., Gueydan.—City voted \$15,000 bonds to construct electric light system. Address The Mayor.

Va., Williamsburg.—Virginia Service Corp., capital \$25,000, chartered; Wm. S. Gribble, Prest.

W. Va., Nitro.—Virginian Power Co., H. G. Scott, Prest., Charleston, W. Va., plans con-



struction additional transmission lines to Nitro; distance, 16 mi.; furnish electricity for Government explosives plant.

### FERTILIZER FACTORIES

Fla., Miami.—Cooperative Fertilizer Co., capital \$30,000, inceptd.; C. M. Brown, Sr., Pres.; J. Peterson, V.-P.; Jno. E. Holland, Secy.; Chas. D. Rowe, Treas.

### FLOUR, FEED AND MEAL MILLS

Ga., Norwood.—Sherwood Atkinson will install cane mill and cob mill.

Miss., Winona.—Walter Witty is reported as interested in company planning to build grist mill and corn elevator.

S. C., Kingstree.—Williamsburg Liberty Milling Co., capital \$30,000, inceptd. by A. C. Swails, E. C. Burgess and F. W. Fairley.

Tex., Dallas.—Pearlstone Mill & Elevator Co., capital \$60,000, inceptd. by Hyman Pearlstone, Julius Pearlstone and Tucker Royall. (Hyman Pearlstone and others, Palestine, Tex., lately noted to remodel feed mill and grain elevator and install new machinery to increase capacity.)

Tex., Dallas.—Morton Milling Co. let contract Lehrack Construction Co. of Kansas City, Mo., to erect 1000-bbl. flour mill; present capacity, 1200 bbls.; also increase corn products capacity, both meal and flour, to 600 bbls. daily.

### FOUNDRY AND MACHINE PLANTS

Ala., Birmingham.—Brass Foundry.—Dixie Brass & Foundry Co., capital \$15,000, inceptd.; L. Cohn, Pres.; Chas. Wegelin, V.-P.; L. Callot, Secy.; G. R. Cohn, Treas.

Ala., Birmingham.—Peanut Sheller.—Interstate Manufacturing Co., Box 348, organized; H. R. Jernigan, Pres.; R. R. Schmitz, V.-P.; Walter A. Weed, Secy.-Treas.; produce patented power peanut sheller; may place contract for manufacture. (See Machinery Wanted—Sheller Manufacture.)

Fla., Jacksonville.—Machinery.—Jacksonville Machinery and Boiler Works, capital \$10,000, inceptd.; B. M. Cole, Pres.; J. J. Field, V.-P.; F. C. Sawyer, Secy.-Treas.

Fla., Pensacola.—Machinery.—Runyan Co. inceptd.; capital \$10,000; Wm. B. Runyan, Pres.

Ky., Covington.—Foundry.—Insurance Foundry Co. increased capital from \$10,000 to \$50,000.

Md., Baltimore.—Assembly Shop.—Bartlett Hayward Co., Scott and McHenry Sts., will erect assembly shop at Columbia Ave. and Putnam St.; 1 story; 90x252 ft.; fireproof; Parker, Thomas & Rice, Archts., Union Trust Bldg.; Morrow Bros., Contrs., 1207 Fidelity Bldg., both of Baltimore.

Md., Baltimore.—Machine Tools.—Sorenson Machine Tool & Die Co., 101 N. Frederick St., inceptd. by August F. Sorenson, Gustav A. Herb, Percy H. Sonnenleiter and Fred W. Unger.

Tex., Houston.—Pumps.—Houston Pump & Supply Co., 205 Texas Co. Bldg., organized; Arthur J. Carr, Pres.; J. S. Daniel, Treas.; S. Epstein, Secy.; R. A. Wilson, Mgr.; let contract to J. P. Goyen, Houston, for mill-construction building; install machinery including lathes, drill press, milling machine, etc., for manufacture of pumping equipment and supplies. Lately noted inceptd., \$12,000 capital. (See Machinery Wanted—Machine Shop Equipment.)

Tex., Rusk.—Iron Pipe.—Texas Steel Co., W. C. Ratcliffe, Gen. Mgr., Beaumont, preparing to operate State pipe foundry lately purchased; make improvements; daily output, 60 tons 4 to 48-in. cast iron pipe.

### GAS AND OIL ENTERPRISES

Ark., Osceola.—Full Blood Oil & Gas Co., capital \$25,000, inceptd. by J. G. Sudbury, A. M. Bett, J. T. Collins and others.

Kentucky.—Day Mountain Oil Co., capital \$25,000, inceptd. by Andrew S. Hare of Wheeling, W. Va., and others.

Kentucky.—Lowther Oil & Gas Co., capital \$50,000, inceptd. by C. F. Lowther, C. N. Davis and others of Huntington, W. Va.

Ky., Hopkinsville.—Oil Refinery.—Christian Oil Refinery Co., capital \$300,000, inceptd. by Hugh West, Ed. Weathers and C. C. Jones.

Ky., Irvine.—Premier Royalty Co., capital \$500, inceptd. by Geo. L. Catlin and others.

Ky., Scottsville.—Scottsville Oil Co., capital \$100,000, inceptd. by W. B. Greenlaw and others.

Ky., Winchester.—Farmers Oil Co., capital \$30,000, inceptd. by Joe S. Lindsay and others.

Okla., Ardmore.—Lackawanna Petroleum

Co., capital \$100,000, inceptd. by Fred Ryburn and others.

Okla., Ardmore.—Vesta Oil Co., capital \$500,000, inceptd. by Max Westheimer and others.

Okla., Chickasha.—Oil Refinery.—Chickasha Refining Co., capital \$300,000, inceptd. by Ed. F. Jones, Clark W. Trammell and J. L. Brennehan.

Okla., Chickasha.—Triumph Oil & Development Co., Box 215, opened drilling bids, etc. April 23; needs oil well casing; has purchased other machinery. Lately noted inceptd., capital, \$150,000, by G. M. Langston, of Chickasha, L. Thompson and J. Rogers, Calumet, Okla. (See Mch. Wntd.—Piping.)

Okla., Duncan.—Poinsetta Petroleum Co., capital \$150,000, inceptd. by Monroe Harris and others.

Okla., Enid.—Sharpless Oil & Gas Co., capital \$30,000, inceptd. by R. J. Clark and others.

Okla., Enid.—Enid Sixteen Oil Co., capital \$60,000, inceptd. by A. B. Stephenson, E. R. Norris and N. E. Crumpacker.

Okla., Enid.—Anlo Oil & Gas Co., capital \$100,000, inceptd. by Chas. N. Harmon and others.

Okla., Muskogee.—Wy-Okla Oil & Gas Co., capital \$50,000, inceptd. by C. H. Pittman and others.

Okla., Oklahoma City.—American Oil Co., capital \$300,000, inceptd. by J. B. Aiken, Wm. A. Darby and Geo. Wolfe.

Okla., Oklahoma City.—Dividend Petroleum Co., capital \$60,000, inceptd. by Larry Ronkin and others.

Okla., Hominy.—Hominy Cotton Oil & Ice Co. increased capital from \$50,000 to \$100,000.

### IRON AND STEEL PLANTS

Ala., Gadsden.—Iron Furnace.—The Alabama Co., Birmingham, preparing to blow in Furnace No. 2; has built additional stove; contemplates further improvements.

Tenn., Lyles.—Iron Furnace.—Bon Air Coal & Iron Corp., W. J. Cummins, V.-P. and Gen. Mgr., Stahlman Bldg., Nashville, Tenn., will expend \$150,000 on iron furnace; wires M. R.; rehabilitate and blow in charcoal iron furnace; daily capacity 75 to 100 tons iron; build washer plant; furnace repairs, washer, etc., to cost \$150,000; for furnace fuel, utilize charcoal from \$1,300,000 wood chemicals plant. (See Miscellaneous Factories.)

### LAND DEVELOPMENTS

Fla., Fort Lauderdale.—City votes May 4 on \$35,000 bonds for park purposes and to acquire and improve golf course. Geo. W. Hall, City Clk.

Fla., Quincy.—LaBioletta Plantation, capital \$100,000, inceptd.; A. T. Hearin, Pres.; Y. L. Watson, V.-P.; W. M. Corry, Secy.-Treas.

Fla., Pensacola.—Home Orchards Co. inceptd.; capital \$10,000; L. S. Brown, Pres.; E. Hunter, V.-P.; A. T. Barkdull, Secy.-Treas.

Fla., Tavares.—Osceola Farm Co. inceptd.; capital \$10,000; H. C. Duncan, Pres.; W. M.

will rebuild saw mill and syrup mill reported burned at loss of \$15,000.

N. C., Garland.—White Lake Lumber Co., capital \$200,000, organized; C. A. Tranton, Pres.; R. M. Rupp, V.-P.; Wm. A. Danzer, Secy., all of Hagerstown, Md.; Troy I. Herring, Treas., Rossboro, N. C.; develop 11,000-acre timber property estimated to contain \$40,000,000 ft. North Carolina pine, 25,000,000 ft. cypress and 35,000,000 ft. other timber; has saw, shingle, lath and planing mills, 15-mi. railway, locomotives, logging cars, etc.

N. C., Williamston.—Daniel & Staton (lumber and shingle dealers) will install planing mill. (See Machinery Wanted—Planing Mill Equipment.)

Tenn., Memphis.—Gayoso Lumber Co. increased capital from \$50,000 to \$150,000.

Tex., Beaumont.—Emergency Fleet Corp. (controlled by Government) will build plant in which to store lumber and timber for use in shipbuilding plants at Beaumont, Houston, Orange, Rockport and Morgan City, where wooden vessels are being built for the Government; install machinery to cut timbers to meet emergency demands of shipbuilders.

Va., Brookneal.—Booth-Williams Lumber Co. will rebuild plant reported burned.

Va., Newport News.—Newport News Lumber Yard, 210½ 28th St., capital \$50,000, organized; C. S. Creelman, Pres.; H. B. Raymond, V.-P. and Mgr.; L. R. Summitt, Secy.-Treas.; lumber yard and planing mill; install planing machinery; erect office building; mill later.

Va., Urtiana.—R. A. Davis purchased 400-acre farm; will build saw mills to cut timber.

W. Va., Pratt.—Coleman Timber Co., capital \$500, inceptd. by C. C. Coleman and others.

### METAL-WORKING PLANTS

Ky., Louisville.—Metal Processing.—National Process Co., capital \$100,000, inceptd.; Wm. S. Speed, Pres.; Fred M. Sackett, V.-P.; Henry S. Gray, Secy.-Treas.

### MINING

Ark., Batesville.—Bill-Jim Mineral Co., Holdenville, Ark., organized; A. F. Hall, Pres.; Holdenville; Jas. Roberts, V.-P., Oklahoma; J. E. Atkins, Secy.-Treas.; develop 153 acres; manganese ore; purchased mining machinery. (Lately noted inceptd., \$50,000 capital.)

Ky., Ashland.—Fire Clay.—Ashland Coal & Fire Clay Co., capital \$15,000, inceptd. by Chas. Smith, Edward Fannin and others.

Ky., Paducah.—Clay, etc.—Old Hickory Clay & Tale Co., capital \$25,000, inceptd. by C. E. Jennings, N. R. Farris, R. N. Scott and S. T. Howard.

Md., Fullerton.—Stone.—Cowtown Crushe-I Stone & Mfg. Co., 213 Courtland St., Baltimore, Md., organized; Geo. J. Thaler, Pres.; John A. Huber, V.-P.; Chas. J. Kuhlman, Secy.; Wm. J. Delmel, Treas.; Chas. W. Kennard, Mgr.; develop 45 acres; daily output of quarry, 100 to 500 tons; purchased machinery including crushers, engine, boiler, screens, elevators, etc.

Okla., Ardmore.—Lead and Zinc.—Atlas Lead & Zinc Co., capital \$150,000, inceptd. by Tom Cooper, S. S. Churchill and others.

Okla., Durant.—Zinc.—Paladuro Zinc & Oil Co., 5 & 6 Nunn Bldg., Amarillo, Tex., organized; H. A. Nobles, Pres.; S. F. Sullenberger, Secy.-Treas.; J. T. Moore, Jr., Mgr.; develop 6000 acres. (In Feb. under Okla., Ardmore, noted inceptd., capital \$10,000.)

Okla., Miami.—Mammoth Mining Co., capital \$50,000, inceptd. by D. D. Drunson and others.

Okla., Miami.—Lead and Zinc.—Miami-Ada Mining Co. will build second concentrating mill for lead and zinc ores.

Okla., Picher.—Lead and Zinc.—Vantage Zinc & Lead Co., Oklahoma City, organized; John C. Harmony, Pres.; M. E. Stinson, Secy.; Fox Wood, Treas.; A. H. Donnewald, Mining Engr., Picher; continues established mine and mill; average production 2 carloads per week, working 8 hrs daily; expects to increase capacity.

W. Va., Kingwood.—Stone.—Kingwood Stone Co., capital \$100,000, inceptd. by John L. Keener, Morris L. Clovis, Harold G. Hodges and others.

### MISCELLANEOUS CONSTRUCTION

D. C., Washington.—Sea Wall.—Bureau of Yards and Docks, Navy Dept., will construct seawall at Washington Navy-yard under Specification No. 278; bids until May 6. (See Machinery Wanted—Sea Wall Construction.)

## THE OFFICIAL PROPOSAL ADVERTISEMENTS

Appear This Week On Page 104

Notices of bond sales, construction and improvement contracts to be let, equipment and supplies to be purchased, franchises offered, etc., inserted in this department bring bids from the most important bond buyers, investors, financial institutions, contractors, engineers, architects, manufacturers, and supply houses throughout the country.

Rate 25 cents per line per insertion.

The PROPOSAL department goes to press 5 P. M. Tuesday for the issue of the following Thursday. If you cannot mail advertisement in time for any particular issue, please wire copy by day letter.

Send for booklet of testimonial letters from public officials who have used the PROPOSAL department of the Manufacturers Record, for bond sales, construction work, etc.

Oklahoma.—United Oklahoma Oil & Gas Corp., capital \$100,000, chartered by C. M. Rimlinger, M. M. Clancy and F. A. Armstrong, all of Wilmington, Del.

Okla., Tulsa.—Wabash Petroleum Co., capital \$500,000, inceptd. by L. W. Baxter and others.

Okla., Vici.—Florin Oil Co., capital \$100,000, inceptd. by C. Wood, of Vici; Jas. T. Ball and A. C. Brock, of Emmett, Okla.

Okla., Walters.—Oil Refinery.—Blue Ribbon Oil Refining Co., John Aldridge, Pres., Oklahoma City, will build refinery with daily capacity 5000 bbls. crude oil; has 20-acre site.

Tennessee.—Tennessee Coal & Oil Co., capital \$1,000,000, inceptd. by F. R. Hansell, Philadelphia, Pa., J. Vernon Pimm and S. C. Seymour, both of Camden, N. J.

Tex., Brownwood.—Brownwood Oil Co., capital \$10,000, inceptd. by W. B. Sellers and others.

W. Va., Boone County.—Boone Producing Co. inceptd. by Geo. N. Hancock, H. H. Smallridge and Harold P. Thompson, all of Charleston, and others.

### ICE AND COLD-STORAGE PLANTS

Fla., Jacksonville.—Major Jas. E. Ware, Camp Quartermaster, will supervise erection of ice plant and cold storage warehouse at Camp Johnston; ice plant to be electrically operated; warehouse, 150x180 ft.

Fla., St. Petersburg.—Polar Ice Co. inceptd.; C. R. Carter, Pres.; Roy V. Sellers, V.-P.; E. M. Oliver, Secy.-Treas.

Ga., Atlanta.—War Dept., Capt. H. G. Palmer, U. S. Constructing Quartermaster, will build \$70,000 plant at Camp Gordon; daily output 25 tons ice; space for cold storage. (Lately noted.)

Ga., Macon.—War Dept., Washington, D. C., contemplates erection of ice plant and refrigerating room.

La., Gueydan.—City voted \$10,000 bonds to build ice factory. Address The Mayor.

Kennedy, V.-P.; B. A. Cassidy, Secy.-Treas. and Mgr.

Fla., Vero.—Vinnedge Farms Corp. chartered; capital \$100,000; L. H. Vinnedge, Pres.; Geo. M. Welling, Treas.

Md., Baltimore.—City let contract Chas. Herbold & Sons, 2788 W. North Ave., Baltimore, at \$50,336, for improvements to south approach to Washington Monument and for balustrades at ends of approaches on east, north and west sides; \$33,627 will be expended on south approach and balance for marble balustrades; Board of Estimates plans additional improvements, including electrical subway work and ornamentation estimated to increase cost to \$54,000.

N. C., Shulls Mills.—Yonahlassee Land Co., capital \$10,000, inceptd. by J. W. Lacy and others.

Va., Norfolk.—Thoroughfare Corp., capital \$50,000, chartered; Harry L. Lowenberg, Pres.; W. B. Black, Secy.

W. Va., Charleston.—Nitro Annex Co., capital \$100,000, inceptd. by J. E. Chilton, T. S. Clark and others.

### LUMBER MANUFACTURING

Ala., Montgomery.—John R. Carr will erect 80x100-ft. \$2500 mill-construction building; day labor; J. R. Reeves, Contr. Engr., Gordo, Ala.; purchased machinery, cost \$11,000; daily capacity 75,000 ft. custom dressing. Lately noted to build planing mill. (See Machinery Wanted—Drykiln.)

Ala., Selma.—Lone Pine Lumber Co., capital \$15,000, inceptd. by Albert Meyer, E. M. Byrne and others.

Ark., De Queen.—De Queen Lumber Co. organized; J. A. Stallcup, Pres., Hot Springs, Ark.; E. B. Pike, V.-P., Pike, N. H.; W. O. Creason, Secy.-Mgr., De Queen; erect wood-construction 140x30-ft. building; erection by the company; purchased motor-driven machinery; daily capacity 100,000 ft. lumber. (Lately noted inceptd., \$500,000 capital.)

Fla., Marianna.—S. A. and W. H. Leonard

Fla., Tarpon Springs—Swimming Pool.—Bellevue Hotel will erect building and swimming pool; building 107x129 ft.; walls of brick stuccoed on exterior with cement; interior mainly of concrete lined with tile; swimming pool 60x75 ft. of varying depth; surrounding pool on 4 sides will be walkway along which will be 104 dressing rooms; also offices and stores on ground floor; laundry and drying room in basement; dance hall on second floor; tiers of observation seats around 3 sides of pool; pool to be equipped with chute, spring board, etc.; cost \$75,000; contract let to G. A. Miller of Tampa and Clearwater, Fla.; J. F. Shiver, representing Mr. Miller, will supervise construction.

La., Grand Isle—Navigation Canal.—Grand Isle Navigation Dist., Jno. Ludwig, Chrmn., organized; plans to construct 2 mi. navigable canal from deep water eastern end of Bayou Rigand to location opposite eastern limits of Caminda Bay, where lateral will be built to deep water; parallel bayou.

Md., Baltimore—Government Shipping Station.—War Dept., Maj.-Gen. Geo. Goethals, Quartermaster General, Washington, D. C., is understood to have decided upon expenditure exceeding \$15,000,000 for Government shipping station on waterfront at or near Baltimore; build piers, warehouses, etc., of permanent fireproof concrete construction; utilize 50-acre site with water frontage exceeding 1000 ft.; 3 piers to accommodate 6 largest type army transports; distance between piers sufficient for 2 vessels; completed plant to employ 5000 men; handle every class of soldiers' equipment except explosives.

Md., Baltimore—Ferry and Slips.—City Harbor Board, Broadway Pier, H. Kent McKay, Harbor Engr., Prest., has appropriation (for 1918) of \$100,000 for improvements to Broadway and Locust Point Ferry and slips; contemplates purchase of new or second-hand ferry boat.

Md., Indian Head—Naval Proving Grounds. War Dept., Washington, D. C., plans extensive additional construction and equipment for naval proving grounds; expend several hundred thousand dollars.

S. C., Orangeburg—Bathing Pool.—Orangeburg Bathing Co., capital \$7500, inctpd. by R. Bruner, W. W. Crum and J. Leroy Dukes.

Tenn., Coulter's Shoals—Stone Dyke.—War Dept., Washington, D. C., will construct stone dam to deep Tennessee river and made it navigable all year; cost \$5000.

Va., Persimmon Point—Government Proving Ground.—War Dept., Washington, D. C., has \$675,000 appropriation for naval proving grounds construction, \$1,000,000 for 1000 acres land, \$175,000 for railroad construction, \$1,000,000 for drop and tide bridge and \$300,000 for other improvements; at and near Persimmon Point, in King George County, 20 mi. from Fredericksburg, Va.

Va., Norfolk—Terminal Piers, etc.—Porter Bros., Spokane, Wash., general contractors for warehouses, barracks, piers, docks, etc., for terminals at Bush Bluff, let contract to R. G. Lassiter & Co., First Natl Bank Bldg., Oxford, N. C., and 327 Arcade Bldg., Norfolk, for road work, grading, concrete pouring in and between warehouses, etc.; 6 to 12 in. concrete between warehouses; definite plans not determined; A. O. Leach, Supvr. Engr., Withers Bldg., Norfolk. (Previously noted as \$16,000,000 for terminal improvements, etc.)

#### MISCELLANEOUS ENTERPRISES

Fla., Aerial—Livestock.—Aerial Livestock Co. inctpd.; M. R. Creighton, Prest.; W. H. Hazlett, Gen. Mgr.

Fla., Miami—Fishery.—Miami Fisheries Co. inctpd.; capital \$600,000; J. G. Grossland, Prest.; R. G. Orms, V.-P.; P. A. Dampier, John H. Cunningham and M. Douglass Flaherty, directors.

Fla., Tarpon Springs—Sponges, etc.—National Sponge & Chamolis Co. inctpd.; capital \$25,000; E. Macreneriss, Prest.; W. Weige, V.-P.; S. H. Rogers, Secy.-Treas.

Ga., Atlanta—Laundry.—Camp Gordon Laundry Co., capital \$5000, inctpd. by V. F. Todd, J. E. Dodgen and Walter McElreath. (War Dept. lately reported contemplating erection of laundry.)

Ky., Lexington—Contractors.—Hendricks, Moore & Co., capital \$40,000, inctpd. by John W. Hendricks, L. M. Moore and E. L. Tanner.

Ky., Louisville—Publishing.—Oil & Gas Review Publishing Co., capital \$5000, inctpd. by Jas. E. Hughes, B. R. Gratzler and R. B. Gratzler.

Ky., Louisville—Electric Supplies.—Childers

Electric Co. increased capital from \$4000 to \$20,000.

Ky., Louisville—Engineering.—Superior Engineering Co., capital \$30,000, inctpd. by Walter Zoeller and others.

Ky., Mayfield—Publishing.—Mayfield Times, capital \$7500, inctpd. by Bert S. Berry and others.

La., New Orleans—Laundry.—Treasury Dept., supvg. Archt.'s office, Washington, D. C., James A. Wetmore, Acting Supvg. Archt., will open bids May 10 to construct laundry building at U. S. Quarantine Station, New Orleans, La.; drawings, etc., obtainable from custodian at station, or Supvg. Archt.'s Office, at discretion.

Miss., Winona—Corn Elevator.—Walter Witty is reported as interested in company planning to build corn elevator and grist mill.

Okl., Mangum—Fire Department.—City voted \$10,000 bonds for fire department equipment to include automobile fire truck and other fire prevention improvements. Address The Mayor.

Okl., Prague—Grain Elevator.—Prague Grain Co., capital \$10,000, inctpd. by J. E. Clift, of Prague; S. W. Hogan, of Cashlon, Okla., and E. W. Sibley, of Okemah, Okla.

S. C., Cedar Springs—Laundry.—South Carolina School for Deaf and Blind will erect laundry and boiler-room; J. F. Cleveland, Spartanburg, S. C., receives bids until May 6; drawings and specifications on file with Edwards & Sayward, Archts., 609 Chamber of Commerce Bldg., Atlanta, Ga.

Tex., Greenville—Hardware.—Greenhaigh-Kenedy Co., capital \$20,000, inctpd. by R. A. Greenhaigh, W. J. Kenedy and J. F. Little.

Tex., Paris—Printing.—Quinn Printing & Advertising Co., capital \$5000, inctpd. by Niven Quinn, W. T. Adams and L. E. Quinn.

Tex., Pharr—Dredging.—Evans-Simmons Dredging Co., capital \$75,000, inctpd. by C. J. Barnard, D. H. Simmons and Otis Pelt.

Tex., Waco—Printing.—Standard Printing Co., increased capital from \$25,000 to \$35,000.

Va., Lynchburg—Mineral Water.—Seven Springs Co. chartered; Irving N. Campbell, Prest.; Jas. C. Blasingame, Secy., both of Richmond, Va.

Va., Norfolk—Electrical Supplies.—Burton-Poore Electric Co. inctpd.; capital \$5000; J. M. Burton, Prest.; E. S. Poore, Secy.

Va., Seven Pines—Powder Packing.—War Dept., Washington, D. C., has plans and specifications for \$3,000,000 powder-packing plant; engineers making surveys; build 140 units sufficiently apart to minimize danger from explosion; facilities to include electric power plant, heating equipment, large warehouses and 40 mi. railway trackage; plant site of 1740 acres on Chesapeake & Ohio and Southern railroads; E. I. du Pont de Nemours & Co., Wilmington, Del., to operate plant for Government; employ 2500 men to build plant; employ 3000 men and women operatives; whole construction contract let to The Foundation Co., Woolworth Bldg., New York. (Lately noted, under Richmond, Va., to build powder-packing plant then rumored to cost \$3,000,000.)

Va., South Hill—Tobacco Prizery and Stemmy.—Roberts Tobacco Co. has let contract to erect tobacco prizery and stemmy; 200x100 ft.; cost \$20,000; install machinery and fixtures costing \$18,000; daily capacity (drying, stemming and pricing) 25,000 lbs. leaf tobacco.

W. Va., Logan—Laundry.—Logan Laundry Co., capital \$30,000, inctpd. by W. K. Hanna, T. J. Prichard, C. W. Buckner and others.

#### MISCELLANEOUS FACTORIES

Ala., Birmingham—Food Dryer.—Economy Food Dryer Mfg. Co., capital \$2000, inctpd.; J. L. Morrison, Prest.-Treas.; G. B. Stovall, V.-P.; G. I. Finch, Secy.

Ala., Shelby—Wood Chemicals.—Shelby Chemical Co. organized by Morris W. Bush, Prest. of Shelby Iron Co., Birmingham, and others; build plant to manufacture wood chemicals, including alcohol, acetone and acetate of lime; burn 160 cords hardwood daily.

Ala., Shelby—Alcohol, Acetone, etc.—Shelby Chemical Co. organized by Morris W. Bush (Prest. of Shelby Iron Co.), Horace Hammond and others, all of Birmingham; build \$600,000 plant to manufacture wood chemicals, including alcohol, acetone and acetate of lime; burn 100 cords hardwood daily; conserve by-products in covered ovens and through distillation.

Fla., Jacksonville—Spring Beds.—Jacksonville Spring Bed Mfg. Co. inctpd.; capi-

tal \$10,000; J. C. Connally, Prest.; E. S. Alexander, V.-P.; J. B. Russell, Secy.-Treas. Fla., Marianna—Syrup.—S. A. and W. H. Leonard will rebuild syrup plant and saw mill reported burned at loss of \$15,000.

Fla., Sanford—Broom Fiber.—Florida Fiber Co., 1143 Jessie St., Jacksonville, Fla., organized; L. M. Fouts, Prest.-Mgr., Sanford; E. L. Fouts, V.-P. and Secy., Jacksonville; will manufacture broom fiber. (Lately noted inctpd., capital \$20,000.)

Fla., Tampa—Clothing.—Weber Mfg. Co. chartered; capital \$10,000; H. C. Draper, Prest.-Treas.; H. H. Adams, V.-P.; William Weber, Secy.

Md., Baltimore—Brewery.—Standard Brewing Co., 1766 N. Gay St., let contract J. Henry Miller, Inc., Eutaw and Franklin Sts., Baltimore, to erect packing-room; 1 story; 65x42 ft.; slag roof; Louis Levi, Archt., Munsey Bldg., Baltimore. (Lately noted.)

Md., Lutherville—Hides and Tallow.—Calvert Hide & Tallow Co., capital \$10,000, inctpd. by S. A. Von Riesen, Lemuel T. Appold and John P. Frantz.

Miss., Yazoo City—Creamery.—J. W. Hunter will install creamery; provide space in ice plant.

Mo., St. Louis—Photograph Films.—Merchants' Feature Film Studios inctpd. with \$250,000 capital by S. E. Alexander, Geo. E. Bailey and others.

Mo., St. Louis—Paint and Varnish.—Sealwood Co., capital \$30,000, inctpd. by Martin F. Geserich, Leo Rassieur, Jr., Clyde B. Jull and others.

Mo., St. Louis—Candy.—Union Candy Co., 215 Chestnut St., will rebuild plant reported burned at loss of \$50,000.

Mo., St. Louis—Paint, etc.—Floor-Shine Paint & Varnish Co., capital \$50,000, inctpd. by S. J. McKinley, Sr., Edward H. Meissner, Fred C. Hetzler and others.

Mo., St. Louis—Otto Weber will erect addition to factory at 1933-1939 O'Fallon St.; construction by owner.

Mo., St. Louis—Transparent Products.—Klaritoid Mfg. Co., office, 943 Syndicate Trust Bldg., and factory at 2214 Dolman St., organized; M. H. Schroeder, Prest.; E. H. Barstow, Treas.; Chas. Hetzel, V.-P., Secy. and Mgr.; has building; install hot-water heating, special machinery and paper box-making machines; manufacture non-inflammable transparent products, including sheeting, containers, etc. Lately noted inctpd., capital \$200,000. (See Machinery Wanted—Glass.)

Mo., St. Louis—Waterproof Compositions.—Rubberbeat Fabric Co., capital \$25,000, inctpd. by Weller Rodenberger, H. A. Wellington and F. J. Curran.

N. C., Greensboro—Cigars.—Lang Cigar Co. reorganized; L. A. Wachter, Gen. Mgr.; increased capital from \$25,000 to \$50,000; will increase capacity.

Okl., Oklahoma City—Steam Specialties.—Federal Steam Specialties Co., capital \$25,000, inctpd. by F. X. Loeffler, Louis Loeffler and W. E. Price.

Okl., Tulsa—Lubricants.—Home Lubricating Works, capital \$10,000, inctpd. by J. O. Pittman, J. P. Moore and S. D. Pittman.

S. C., Charleston—Clothing.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., will erect addition to clothing factory; cost \$30,000; bids opened Apr. 29; for further information address Ch. of Bureau.

S. C., Columbia—Vegetable Butter, Ice-Cream Cones, etc.—Carolina Specialty Co., 1512 Sumter St., capital \$10,000, organized; Edmund A. Felder, Prest.-Treas.; Wm. E. Gary, Secy.; remodeling building; purchased machinery; manufacture vegetable butter, marmalades, nut confections, pop corn confections and ice-cream cones; later may operate vegetable dehydrating plant; daily capacity of cones 100,000. (See Machinery Wanted—Cartons; Cornstarch; Sugar Substitutes.)

S. C., Greenville—Belting.—Greenville Belting Co. organized; M. C. Sanders, Prest.-Mgr.; C. Graham Slaughter, V.-P.; repair old belts; deal in new belts. (Lately noted incorporated, capital \$10,000.)

Tenn., Lyles—Methyl Alcohol, etc.—Bon Air Coal & Iron Corp., W. J. Cummins, V.-P. and Gen. Mgr., Stahlman Bldg., Nashville, Tenn., will establish \$1,300,000 wood chemical plant; wires M. R.; construct and operate plant for Government, which takes entire output methyl alcohol and acetate of lime; build power house, stillhouse, 20 retorts, etc., costing \$800,000; install machinery costing \$500,000; daily capacity 40,000 to 50,000 lbs. acetate of lime, 2000 to 3000 gals. crude alcohol and 10,000 to 20,000 bu.

charcoal; daily burn 200 cords wood; use charcoal for iron furnace; bldgs. of brick and cement construction; Geo. A. Fuller Co., Gen. Contr., Fuller Bldg., New York. (See Iron and Steel Plants.)

Tenn., Memphis—Candy.—Belmont Candy Co. increased capital from \$20,000 to \$100,000.

Tenn., Nashville—Egg Case Filler.—Nashville Egg Case Filler Co., increased capital from \$25,000 to \$50,000.

Va., Lynchburg—Dawson Bros. Mfg. Co., L. J. Dawson, Prest.-Mgr., let contract to J. P. Pettijohn & Co., Lynchburg, to erect 45x130 ft. building, with 2 floors and 50x100-ft. building; cost \$60,000; plans by S. P. Craigbill, Lynchburg; machinery purchased. (Lately noted increasing capital from \$100,000 to \$300,000.)

Va., Port Norfolk—Tobacco.—Imperial Tobacco Co., Richmond, Va., acquired site 600x180 ft. on which to build tobacco factory; improvements to include warehouse 600x180 feet.

Va., Richmond—Toilet Articles.—Tono-Sealpa Co., 1106 Bank St., capital \$25,000, inctpd. by J. S. Pullen, Prest.; P. B. Traylor and J. R. Jones, V.-Ps.; W. H. Roy, Secy.; J. B. Bowers, Treas.; T. E. Roy, Mgr.

Va., Roanoke—Overalls.—Blue Ridge Overalls Co. purchased building and will install machinery.

#### MOTOR CARS, GARAGES, TIRES, ETC.

Ark., Little Rock—C. J. Snyder Co., capital \$25,000, inctpd. by J. G. Burlingame, C. S. Wells, Robt. Crow and others.

Ark., Little Rock—Automobiles.—C. J. Snyder Co., capital \$25,000, inctpd.; J. G. Burlingame, Prest.; Claude S. Wells, Secy.; Robt. Crow, Treas.

Ark., Texarkana—Tires and Vulcanizing.—Allen Tire & Vulcanizing Co. will rebuild plant reported burned at loss of \$3000.

Ga., Newnan—Automobiles.—Jones Motor Co., capital \$13,000, inctpd. by H. L. Jones and others.

Ky., Louisville—Automobiles.—E. H. Silva Co., capital \$5000, inctpd. by E. H. Silva, Walter I. De Roo and E. H. Gierach.

Ky., Louisville—Automobiles.—Liberty Auto Co., capital \$10,000, inctpd. by A. A. Ericson, R. D. Otter and Frank Kelly.

N. C., Wilmington—Vulcanizing.—T. D. Piner let contract to R. H. Brady of Wilmington to erect vulcanizing plant; brick; 44x136 ft.; cost \$10,000; plans by H. E. Bonitz of Wilmington.

Okl., Muskogee—Tires.—Motor Tire Supply Co., capital \$25,000, inctpd. by E. W. Smart, Jr., and others.

Okl., Nowata—Motor Cars.—McHenry-Mott Motor Co., capital \$2500, inctpd. by C. H. McHenry and others.

S. C., Charleston—Automobile Supplies.—Magnolia Specialty Co., capital \$2000, inctpd. by Sam Cohen and W. H. Hall.

S. C., Columbia—Automobiles.—Crater Sales Corp. chartered; capital \$15,000; A. A. Crater, Prest.; J. J. Cook, V.-P.; C. A. Crater, Secy.

S. C., Florence—Automobiles.—Florence Overland Sales Co., capital \$5000, chartered; Chas. E. Commander, Prest.; W. B. Rollins, V.-P.

Tex., Cuero—Automobile.—Buick Auto Co., capital \$20,000, inctpd. by H. R. Froese and others.

Tex., Houston—Automobile Manufacturing.—Southern Motor Mfg. Assn., Ltd., Frank J. Ryan Investment Co., Dist. Mgr., Beatty Bldg., organized by Frank J. Ryan, Ben Riesner and others; plans to build motor cars.

Tex., Waco—Automobiles.—Pio Crespi let contract to J. F. Cason, 208 Bankers Trust Bldg., Waco, to erect automobile sales room; 1-story, 100x165 ft.; brick; gravel roof; cement floor; cost, without equipment, \$20,000; plans by Ross & Cason, Waco.

Va., Graham—Garage.—Graham Garage, Geo. T. Jacobs, Mgr., Box 23, will install equipment in garage lately noted to be established. (See Machinery Wanted—Garage Equipment; Generating Sets.)

Va., Kilmarnock—Motor Transportation.—Tidewater Rapid Transit Co., capital \$100,000, inctpd.; O. H. George, Prest.; G. E. Lewis, Secy.-Treas.; both of Millenbeck, Va.

Va., Lynchburg—Automobile Manufacturing.—Piedmont Motor Car Co. obtained new charter with \$2,000,000 authorized capital; is reported proposing to largely increase output of motor car works.

Va., Richmond—Automobiles.—Kline Motor Car Corp. leased 2 buildings with combined floor space of 60,000 sq. ft.; make minor re-



pairs, install automobile elevator, heating system and machinery; increase present capacity.

W. Va., Moundsville—Garage.—D. T. Burton will erect garage and storeroom; 2 stories.

W. Va., Morgantown—Automobiles.—Central Automobile Corp., capital \$100,000, chartered by O. O. Donnelly, Chas. Baker, Rufus F. Lazzelle and others.

### ROAD AND STREET WORK

Ala., Florence.—City, R. E. Meade, City Engr., asks bids until May 7 for paving, curbing, sidewalk and grading on Court and Water Sts. (See Machinery Wanted—Road Construction.)

Ala., Florence.—Lauderdale County will grade, drain and surface with chert portion of Florence and Huntsville Road, being part of State Trunk Road No. 24, between Florence and Rogersville; 4 acres clearing and grubbing, 25,414 cu. yds. common excavation, 287.5 lin. ft. vitrified pipe culverts, 259 cu. yds. concrete, 7040 cu. yds. chert surfacing and 76 concrete right of way markers; also to grade, drain and surface with chert 1½ mi. additional of Florence and Huntsville Road; bids for both sections until May 22; M. S. Bingham County Engr., Florence; W. S. Keller, State Highway Engr., Montgomery. (See Machinery Wanted—Road Construction.)

Ala., Tuscaloosa.—Tuscaloosa County will construct portion of Tuscaloosa and Birmingham Road, same being part of State Trunk Road No. 2, between Tuscaloosa and Birmingham; length 6.02 mi.; 29,000 cu. yds. earth excavation; 13,000 cu. yds. gravel, 1 mi. haul; 120 cu. yds. concrete; 8000 lbs. steel; 350 lin. ft. vitrified pipe; bids until May 21; W. S. Keller, State Highway Engr., Montgomery. (See Machinery Wanted—Road Construction.)

Ark., Batesville.—Comms. North Arkansas Highway Dist. No. 2 of Independence County will construct 80 mi. graded road, 22 ft. wide; 134,800 cu. yds. excavation, timber bridge 455 ft. long and concrete culverts requiring 2156 cu. yds. concrete; cost \$134,000; Dist. Comms., E. C. Parsons, Chrmn., receive bids about June 1.

Ark., Fordyce.—Dallas County Comms. have plans by State Highway Comsn., Hugh R. Carter, Engr., Little Rock, for 27 mi. road grading, from Ramsey to Dalark; cost \$36,026.90.

Ark., Lake City.—Craighead County Commissioners have plans for construction of bituminous macadam road, from Lake City to Ray, 26 mi.; cost \$363,777; W. H. Fuller, County Judge.

Ark., Osceola.—Mississippi County Comms. have plans by State Highway Comsn., Little Rock, for 43 mi. graded earth road; cost \$104,700.

Ark., Searcy.—White County Comms. have plans by State Highway Comsn., Hugh R. Carter, Engr., Little Rock, for 4.5 mi. gravel road from Kensett to Higginson; cost \$32,736.44.

Ark., Washington.—Hempstead County Comms. have plans by State Highway Comsn., Little Rock, for 23.7 mi. gravel road, between Hope, Fulton and Emmet; cost \$126,900; Hugh R. Carter, State Highway Engr., Little Rock.

Ga., Brunswick.—City will pave streets.—Address The Mayor.

Ky., Paris.—City has plans and specifications for resurfacing Duncan Ave.; engaged civil engineer to submit estimates of cost; E. B. January, Mayor.

La., Abbeville.—City, W. S. Hayes, Mayor, asks bids until May 6 to construct 1.3 mi. gravel streets, with concrete curbs and gutters; Engrs., Foote & La Porte, Abbeville; lately noted. Contract for previously mentioned 3000 ft. of 4-ft. cement sidewalk was let to Montague Bros., Abbeville. (See Machinery Wanted—Road Construction.)

La., Amite.—Tangipahoa Parish, Third Ward, voted \$100,000 bonds to construct and maintain roads. Address Police Jury.

Md., Baltimore.—State Road Comm., 601 Garrett Bldg., has report from J. N. Mackall, Ch. Engr., estimating cost of repairing Baltimore-Washington Blvd. at \$340,000 to \$350,000; proposed to widen road from Baltimore to Ohio R. R. crossing north of Elkridge to Hyattsville by placing 3-ft. concrete shoulder on each side, increasing width to 20 ft.; recommends reconstruction with concrete to width of 20 ft. of worn macadam sections; entire work is estimated to require 35,000 tons of stone, 15,000 tons of sand and 30,000 bbls. cement.

Miss., Starkville.—Oktibbeha County, J. R. Long, Chancery Clerk, will construct roads in Supvrs. Dist. No. 2; \$40,000 available; bids until April 30; E. C. Thomas, Dist. Engr., Nash Bldg., and P. O. Box 222, Starkville, Miss. (See Machinery Wanted—Road Construction.)

N. C., Shelby.—Cleveland County, No. 9 Township, voted \$75,000 bonds to construct and improve 50 mi. of roads. Address County Comms. (Noted in Mch. as to vote.)

Okla., Ardmore.—City will let contract to construct 2 mi. rock asphalt paving on concrete base; contemplates 3 mi. additional paving; materials in locality; issued bonds. Address The Mayor.

Tex., Centerville.—Leon County Comms. voted \$30,000 bonds to construct roads.

Tex., Forth Worth.—City let contract Echols Bros. of Fort Worth to resurface Jennings Ave. viaduct.

Tex., Graham.—Young County, Olney Road Dist., is reported to vote on \$50,000 bonds to construct roads. Address County Comms.

Tex., Paducah.—Cottle County, Prec. No. 1, voted \$100,000 bonds to construct roads. Address County Comms.

Va., Norfolk.—Porter Bros., Spokane, Wash., general contractors for \$16,000,000 terminal improvements at Bush Bluffs for Government, let road work contract to R. G. Lassiter & Co., First Natl. Bank Bldg., Oxford, N. C., and 327 Arcade Bldg., Norfolk. (See Miscellaneous Construction.)

### SEWER CONSTRUCTION

Ark., Fort Smith.—Improvement Sewer Dist. No. 2, W. F. Blocker, Secy., will construct \$300 ft. sewer laterals, 15 manholes and 5 lamp holes; bids until May 15; W. H. Evans, City Engr. (See Machinery Wanted—Sewer Construction.)

Ky., Paducah.—City Comms. authorized construction of storm water sewer from 8th and Jones Sts. to Ohio River; cost, \$20,000. W. A. Gardner, Commr. of Public Works.

Md., Dundalk, P. O. at St. Helena.—Dundalk Water Co., capital \$200,000, inctpd. by Harold Schudi, Wm. H. Price, Jr., and Jesse H. Bowen, all of Semmes, Bowen & Semmes, 825-28 Equitable Bldg., Baltimore.

Tex., Hillsboro.—City is reported to have voted \$25,000 bonds to construct sanitary sewerage disposal plant. Address The Mayor.

Tex., Waco.—City, E. McCullough, Mayor, has accepted plans for construction of sewage-disposal plant, and employed supervising architect. (In January, city noted voting \$225,000 bonds to purchase site and construct sewage-disposal plant and laterals.)

### SHIPBUILDING PLANTS

La., New Orleans.—Steel Ships.—W. M. Wood, Prest. of Decatur Bridge Co., E. C. Brown, Constr. Engr., and A. M. Kenney, Prest. of Citizens Natl. Bank, all of Decatur, Ill., contemplate building 6-way shipyard to construct fabricated steel steamships; invest \$1,250,000; obtain steel shapes from Decatur Bridge Co. plant; employ 2500 to 3000 men; W. M. Wood advises Manufacturers Record: Project seriously considered; when definitely determined will give information.

La., New Orleans.—Steel Steamships.—The Foundation Company, Woolworth Bldg., New York, with plant to construct steel steamships of nonsinkable type; 4200-ton vessels with oil burning engines; has foreign government contract for 5 of these ships.

N. C., Elizabeth City.—Steel Ships.—Maritime Engineering Corp., Russell B. Smith, Prest., New York, has plans and specifications for building shipyard; equip to construct steel steamships; leased site on Macchehe's Island on Pasquotank River. (In March noted chartered with \$1,250,000 capital to build plant.)

N. C., Wilmington.—Concrete Steamships.—Liberty Shipbuilding Co., Max Schoolman, Gen. Mgr., Brunswick, Ga., will build shipyard; has 40 acres including water-front on Cape Fear River; construct plant for building concrete steamships; will have 6 ways; build concrete tank ships for Government; has contract for four 3500 and four 7500-ton vessels; Wilmington office in Murchison Bldg. (Has shipyard at Brunswick in accordance with recent announcement.)

N. C., Wilmington.—Steel Steamships.—Carolina Shipbuilding Co., organized to build \$3,500,000 plant for constructing steel steamships; Prest., Lorenzo Dilks, Prest. of Milliken Bros.; V. P. and Civ. Engr., Eads Johnson; V. P. and Mgr. of Works, Ralph Starrett; all stock held by Geo. A. Fuller Co.,

Fuller Bldg.; all of New York; invest \$2,000,000 for plant construction and \$1,500,000 for machinery and shop equipment; construct fabricating shop and mold loft of structural steel (1000 tons) and nearly all other buildings of wood; Geo. A. Fuller Co. to erect plant buildings; construct ways of wood and concrete; build 4 berths 430 ft. long and provide for 2 additional ways; provide fitting out basin with 425x70-ft. pier; has Government contract for twelve 9600-ton steel steamships costing \$22,000,000; Government will finance building of shipyard and construction of its vessels; Government will furnish plain steel; bridge shops will fabricate two-thirds of steel tonnage required for midships; company will fabricate stern and bow steel at yard. (Carolina Shipbuilding Co. lately noted as subsidiary of Geo. A. Fuller Co. and to build shipyard with 6 marine ways for constructing steel ships of Isherwood type.)

Tex., Aransas Pass.—Concrete Tug Boats, Oil Barges, etc.—Otto P. Kroeger, El Paso, Tex., will establish plant to construct concrete tug boats, fuel-oil barges and other vessels; has site with 700 ft. water frontage on Harbor Island facing Tustle Cove Channel; barges will be 250 ft. long with 50 ft. beam and 25 ft. draft.

### TELEPHONE SYSTEMS

D. C., Washington.—Chesapeake & Potomac Telephone Co., 13th and G Sts. N. W., let contract to Sam'l J. Prescott Co., 814 13th St. N. W., Washington, to erect telephone exchange; cost \$820,000; plan by McKenzie, Voorhees & Camelin, 1123 Broadway, New York. (Noted in Jan.)

Tex., McKinney.—McKinney Telephone Co. increased capital from \$45,000 to \$125,000.

### TEXTILE MILLS

Ga., Hawkinsville.—Cotton Products.—Hawkinsville Mfg. Co., capital \$50,000, inctpd. by L. A. Wilson and others.

Ga., Macon.—Cotton Duck.—Adams Cotton Mills organized; capital \$200,000; B. T. Adams, Prest.; J. T. Adams, V. P.; E. B. Murray, Secy.-Treas.; erect 483x106-ft. brick construction building costing \$75,000; day labor; L. W. Robert, Jr., Archt.-Engr., Atlanta; install 7000 to 8000 spindles, 160 looms, 500-H. P. steam power plant, etc., costing \$125,000 to \$150,000; has awarded contracts; daily capacity, 45,000 to 50,000 lbs. cotton duck.

N. C., Carthage.—Hosiery.—Bismarck Hosiery Mills will add 86 knitting machines, power equipment, etc., increasing daily capacity to 575 pairs hose; build addition to be equipped for finishing.

N. C., Gastonia.—Hosiery.—Wilson-Bell Co. organized; Frank L. Wilson, Prest.; Miles Carpenter, V. P.; E. O. Bell, Secy.-Treas.; install 25 knitting machines and electric power drive; daily output 300 doz. prs. cotton hose. (Lately noted inctpd. with \$50,000 capital.)

N. C., Gastonia.—Hosiery.—L. M. Patrick will establish \$12,000 knitting mill; has 50x24 ft. brick building; install 15 knitters, electric power drive, etc., costing \$9000; daily capacity, 200 doz. prs. hose.

N. C., Kernersville.—Hosiery.—Kernersville Knitting Co., capital \$25,000, inctpd. by R. R. Ragan, Jas. J. Griffith and M. L. Bates, all of High Point, N. C.

N. C., Thomasville.—Hosiery.—M. R. Adams, High Point, N. C., will establish hosiery knitting mill; purchased and will remodel building.

N. C., Norwood.—Cotton Products.—Norwood Mfg. Co. will build 112x75-ft. standard mill-construction addition costing \$15,000; install carding machinery; ordered this equipment. (Lately noted increasing from \$200,000 to \$300,000.)

Okla., Oklahoma City.—Hosiery.—Chickasaw Hosiery Mill has plans and specifications for plant; erection by day labor; 125x65-ft. main bldg.; 75x50-ft. dye house; brick and mill construction; W. H. Sears, Archt., Chattanooga, Tenn.; install 80 knitting machines, etc.; weekly capacity, 3000 doz. prs. whole and half hose. (In Jan. noted organized with \$200,000 capital, T. E. Cullen, Secy.-Treas., etc.)

### WATER-WORKS

Lg., Gueydan.—City voted \$30,000 bonds to construct water-works. Address The Mayor.

Md., Dundalk, P. O. at St. Helena.—Dundalk Water Co., capital \$200,000, inctpd. by Harold Schudi, Wm. H. Price, Jr. and Jesse N. Bowen, all of Semmes, Bowen & Semmes, 825-28 Equitable Bldg., Baltimore.

Tex., Mineral Wells.—City, L. E. Cowling, Mayor, will construct 4½ mi. pipe line as part of water-works improvements; bids not yet asked for this portion of construction; Wm. M. McClendon, City Engr. (Bids lately noted for May 6 on storage reservoir, including 104,000 cu. yds. earth work, 500 cu. yds. concrete, etc.)

Tex., Newcastle.—City will construct water-works; receives bids until May 6 for equipment and materials, including cast-iron pipe and fittings, hydrants and valves, water tower, pumping machinery, etc.; M. Griffin O'Neil & Sons, Engrs., Dallas; E. Joe Van Vetterman, Mayor. (See Machinery Wanted—Water-works Equipment and Materials.)

### WOODWORKING PLANTS

Fla., Tarpon Springs—Barrels.—Tarpon Lumber & Supply Co. (Edward O'Cramer and Fred L. Jackson) has partially installed machinery for lately noted plant; manufacture 500 bbls. daily. (See Machinery Wanted—Cropping Machine, etc.)

N. C., Lake Phelps.—Tobacco Boxes.—R. J. Reynolds Tobacco Co., Winston-Salem, N. C., purchased 2444 acres timbered land near Lake Phelps, in Tyrrell and Washington counties; will manufacture tobacco boxes.

N. C., Rocky Mount.—Excelsior.—Cotton Belt Mfg. Co. (manufacturer of mattresses, etc.) will install excelsior machine, capacity 100 lbs. daily. (See Mch. Wntd.—Excelsior Machinery.)

N. C., Wilmington—Lathes, etc.—The Craig Co. (W. M. Collins and others interested) will install woodworking machinery for lathe manufacture, etc. (See Mch. Wntd.—Woodworking Machinery.)

S. C., Ferguson.—Box Shooks.—Santee Mfg. Co., M. B. Cross, Prest., Secy. and Mgr., Eutawville, S. C. (Northern office 1420 Chestnut St., Philadelphia, Pa.) will erect by company force 28x60-ft. ordinary construction building; install box shooks equipment, daily capacity 15,000; completed shingle and rough shook mill. Lately noted. (See Machinery Wanted—Box Shook Machinery.)

Va., Coveseville.—Barrels and Kegs.—H. L. Simmons, care of Oakwood Farm, is interested in proposed installation of machinery to manufacture veneer barrels and staves. (See Machinery Wanted—Barrel and Keg Machinery.)

Va., Keysville.—Handles.—O. L. Shook will install machinery to manufacture handles for for axes, handles, picks, etc. (See Machinery Wanted—Handle Machinery.)

### FIRE DAMAGE

Ala., Birmingham.—Residence of Dr. Geo. Eaves, Albert Ash and Charles Locke; loss \$3500.

Ala., Carrollton.—Postoffice building and J. A. Lee's pressing shop; both buildings owned by Dr. S. H. Hill.

Ark., Arkadelphia.—Ed Graves' residence; loss \$4500.

Ark., Little Rock.—Four buildings, owned by W. J. Pennington.

Ark., Texarkana.—Allen Tire & Vulcanizing Co.'s plant; loss \$3000.

Fla., Lake Oak.—L. E. Roberson's residence.

Fla., Marianna.—S. A. and W. H. Leonard's syrup plant and saw mill; loss \$15,000.

Ga., Atlanta.—Mrs. Geo. Tuggle's residence.

Ga., Thomasville.—Livery stables of W. E. Cochran and J. J. Cone.

Ga., Waycross.—Waycross Hotel owned by L. G. Younglove, Freeport, O.; Geo. W. Mayo's livery stable; loss \$50,000 to \$65,000.

Ky., Buckner.—C. A. Stapleford's residence near Buckner; loss \$2500.

Ky., Hardin.—E. H. Pace's residence; loss \$6000.

Md., Camp Meade.—(P. O. Baltimore).—Mrs. Charles J. Fickus' residence on Camp Meade reservation.

Md., Mt. Airy.—Store, mill, stable and outbuildings, owned by defunct Farmers' Co-operative Milk & Produce Co., in West Falls, 3 mi. from Mt. Airy; E. L. Went, Westminster, Md., and Mr. Sauerwein, Washington, D. C., receivers.

Miss., Greenville.—Wm. Crump & Co.'s cotton office and sample rooms, loss \$6000 on building and contents; Susie Triggs' residence, loss \$2500.

Mo., Mexico.—Ringo Hotel; R. D. Worrell Jewelry Co.'s building; Jurgenson's Millinery Shop; Pitt Barber Shop; L. F. O'Bryant's store; Busy Bee Confectionery; Holmes' Barber Shop; White Kitchen Cafe; Western

Union office; McCord's Shoe Shop; loss about \$300,000.

Mo., St. Louis.—Union Candy Co.'s plant at 215 Chestnut St.; loss \$50,000.

N. C., China Grove.—James Adams' residence near China Grove.

N. C., Waynesville.—Eagles' Nest Hotel; loss about \$50,000; S. C. Satterthwaite Sr., Proprietor.

Okla., Sulphur.—Sheppard Bakery; Thompson's Cafe; Kirby Pool Hall; Broswell Confectionery; Wigwam Theater; Chancey Market & Grocery; Cushenberry's Market & Bakery; Sulphur Dry Goods Co.; Mrs. La Flore's Millinery; Presson Grocery; Crescent Drug Store; Nickel Store; King's Jewelry Store; Western Union Telegraph Co.'s building; City Barber Shop; Hudson Apartments; estimated loss \$350,000.

S. C., Ladson.—Main building of Jenkins Industrial Home; loss \$50,000.

S. C., Pinewood.—Lawrence's Drug store; Hutson & Brockington's garage; B. Schaefer's store; Bradham's Barber Shop.

S. C., Taylors.—Hudson & Vaughn's cotton gin; loss \$8000.

Tenn., Bristol.—John Galyon's dwelling; loss \$2000.

Tenn., Johnson City.—J. E. Brading's residence.

Tex., Bryan.—J. W. Watts' residence; loss \$25,000.

Tex., Dallas.—J. F. Parks, Jr., will erect country residence.

Tex., Marble Falls.—Albert Ricketson's residence, 9 mi. from Marble Falls; loss \$2000.

Tex., Paris.—Ernest George's residence.

Tex., Winters.—Cottage Hotel; loss \$6000; A. T. Stokes, Prop.

Tex., Yoakum.—J. J. Kutach's residence near Yoakum; loss \$4000.

Va., Bristol.—H. H. Delaney's residence near Bristol.

Va., Brookneal.—Booth-Williams Lumber Co.'s plant.

Va., Portsmouth.—Dwelling on farm of Hubert Bulb Co., Inc., on Deep Creek Blvd.

Va., Witt.—James Nichols' residence near Witt.

W. Va., Bellepoint.—Granville S. Anderson's residence, owned by Chas. L. Miller.

W. Va., Ingleside.—Business buildings of F. M. Thornton, Ingleside, and W. E. White, Hardy, W. Va.; loss \$8000.

W. Va., Marlinton.—C. A. Yeager's dwelling; loss \$15,000.

### DAMAGED BY STORM

Ark., De Vall Bluff.—Courthouse (address County Commrs.); planing mill and town water-works tank, owned by L. K. Armstrong.

Tex., Hewitt.—Baptist Church (address The Pastor); Will and Mace Chapman's warehouse; Ben Smith's residence; Dan Chapman's barn.

heating not decided; cost \$12,000; bids opened. (Lately noted.)

Okla., Okmulgee.—Church of the Redeemer will erect \$5000 parish-house. Address The Pastor.

S. C., Gaffney.—Baptist Church, J. Q. Adams, Pastor, let contract to Duncan & Husley, Gaffney, to erect building; cost \$15,000; J. M. McMichael, Archt., Charlotte, N. C.

S. C., Lexington.—St. Stephen's Lutheran Church, Rev. W. H. Riser, Pastor, will erect parsonage.

S. C., Rock Hill.—First Baptist Church, W. H. Willis, Chmn., has plans by Willard G. Rogers, 502 Trust Bldg., Charlotte, N. C., for church and Sunday School; 70x136.8 ft.; brick, stone and terra-cotta; slate and composition roof; wood, tile and concrete floors; low pressure steam heat; electric lights; will receive bids from general contractors; bids opened in Rock Hill May 15. Address Archt. at Charlotte or Mr. Willis, Rock Hill. (Previously noted.)

Tenn., Clarksville.—Little Hope Baptist Church will erect building. Address The Pastor.

Tex., Austin.—Chas. E. Maddy has permit to erect 2-story brick church building at West 22d and Gaudalupe Sts.; cost \$45,000.

Tex., San Antonio.—Orthodox Jewish Congregation, Ed. Wolff, Prest., will erect community center, to include synagogue, gymnasium, institute and swimming pool; total cost about \$175,000; synagogue, to cost \$40,000 to \$50,000, to be erected at present; other buildings to follow.

Tex., San Antonio.—First Congregational Church, Rev. C. A. Riley, Pastor, has plans by Herbert S. Green, Alfred Giles Architect Co., San Antonio, for building; about 40x70 ft.; brick and concrete; tin or asbestos shingle roof; edge grain pine floors; electric lights; cost \$10,000 to \$12,000; bids probably opened May 10. Address Chas. E. Smith, 812 Gibbs Bldg., San Antonio. (Lately noted.)

Va., Newbern.—Methodist Church, Rev. J. T. Guy, pastor, will erect building.

Va., Norfolk.—Christ Church has plans by Frank R. Watson, 1211 Walnut St., Philadelphia, for parish house; fireproof; 40x90 ft.; 2 stories and basement; rough granite with Indiana limestone trimmings; stone and brick walls; cement floors and stairways; steel roof construction with gypsum roofing covered with slate; 2 clubrooms in basement containing billiard room, gymnasium, etc.; 1st floor to contain 2 sacristies, guild room, choir room; 2nd floor, auditorium with seating capacity of 500, Sunday-school classrooms and kitchen; cost \$25,000.

### CITY AND COUNTY

Fla., Pensacola.—Jail.—Escambia County Commrs. receive bids until May 7 to construct jail on jail and courthouse.

Fla., Titusville.—Jail.—Brevard County Commrs. S. A. Osteen, Chmn., receive bids until June 3 to repair iron cells and concrete floor of jail.

La., Monroe.—Barn.—City, H. D. Apgar, Mayor, receives bids until May 5 to erect mule barn; 40x90 ft.; cost about \$3000. (Lately noted.)

Md., Baltimore.—Richard Gwinn, City Register, receives bids until May 1 for slate roof, etc., for Carroll Mansion, Lombard and Front Sts.; drawings and specifications at office C. H. Osborne, Inspector of Buildings.

Mo., Kansas City.—Home.—Leo M. Gilday, Clerk, Jackson County, receives bids until May 2 for construction, including masonry, carpentry, ornamental and structural iron and steel, roofing and sheet metal work, painting, plumbing and drainage, heating, electrical work and fixtures of building for Jackson County Home for Aged and Infirm; cost about \$50,000; White & Dean, Archts., 311 Bellefontaine Ave., Kansas City. (Previously noted.)

S. C., Greenville.—Library.—City has plans by Beverly S. King, 103 Park Ave., New York, for library; about 40x60 ft.; brick and terra-cotta; tin roof; steam heat; cost \$25,000. (Previously noted.)

Tenn., Chattanooga.—Pavilion.—E. D. Heron, Commr. Public Utilities, Grounds and Buildings, Room 25, City Hall, receives bids until May 3 to erect refreshment pavilion, dancing pavilion, merry-go-round building and 2 restrooms in Lincoln Park; plans and specifications at office C. E. Bearden, Archts., First Natl. Bank Bldg., Chattanooga.

Tex., Pecos.—Fire Station, etc.—City purchased Pecos Bottling Works building and

will erect additions to and remodel for fire station and city hall; E. B. Kiser, Archt., Pecos. (Lately noted.)

### COURTHOUSES

Ark., De Vall Bluff.—Prairie County Commissioners will probably rebuild courthouse noted damaged by storm.

Fla., Pensacola.—Escambia County Commrs. receive bids until May 7 to construct roof on courthouse and jail. (See City and County.)

### DWELLINGS

Ala., Birmingham.—A. Z. Outlaw will erect frame dwelling; cost \$2000.

Ala., Sheffield.—Sheffield Iron Corp. is having plans by D. Anderson Dickey for 15 residences for employees. (Lately noted.)

Ark., Little Rock.—M. O. Wendler will erect two 1-story residences; frame; cost \$3000.

Ark., Little Rock.—H. E. Heiden will erect residence.

Ark., Mountain Home.—T. M. Davis will erect residence; probably stone construction.

Ark., Stuttgart.—R. R. Boyd will erect 2-story residence to cost \$3500.

D. C., Washington.—Harry A. Kite, 1338 G St. N. W., will erect dwellings, 1620-34 Evaris St. N. E.; cost \$8100.

D. C., Washington.—D. J. Dunigan, 1410 H St. N. W., will erect dwellings at 3205-27 Illinois Ave. N. W.; 20x38 ft.; brick; tin roof; wood floors; water heat; electric lights; cost \$4500 each; plans and construction by owner. (Lately noted.)

D. C., Washington.—John L. Knopp, 1929 Jackson St. N. E., has plans by C. F. Reed, Hyattsville, Md., for residence at 1912 Irving St. N. E.; first story, 24x42½ ft.; second story, 24x28 ft.; frame; composition roof; oak floors on first floor; cost \$3000; hot-water heat, \$450 or \$500; construction by owner. (Lately noted.)

Fla., Miami.—C. H. Neeb will erect residence and garage; cement block; cost \$5000.

Fla., Orlando.—Mrs. E. W. Moore will erect residence.

Fla., Tarpon Springs.—Walter Topliff will erect residence at Indian Beach, as lately reported.

Ga., Atlanta.—North Boulevard Park Corp. will erect 2 residences; 1 story; cost \$5000 each; contract let.

Ga., Columbus.—Dr. J. R. Youmans will erect residence; 2 stories; brick and stucco; slate roof; warm-air heat; plans by and construction under supervision of T. W. Smith, Columbus.

Ga., Columbus.—J. B. Knight, Jr., is having plans prepared by Greer & Bishop, Columbus and Valdosta, Ga., for residence; 2 stories; brick; slate roof; hardwood floors; steam or vapor heat; tile porches and terraces; cost \$15,000; L. E. Wooten, Columbus, will superintend construction. (Lately noted.)

Ga., Habersham.—Dr. B. L. Wilkerson has plans by Greer & Bishop, Columbus and Valdosta, Ga., for residence; cottage type; stucco exterior; asbestos slate roof; fireplaces; cost \$4000.

Ga., Macon.—B. T. Adams and others will erect residences for employees of cotton mill to be established.

Ga., Savannah.—Spalding Construction Co. will erect bungalow.

Ga., Savannah.—Mrs. Mary W. Cooleedge will erect bungalow on Montgomery Rd.

Ky., Louisville.—C. H. Buddke will erect brick-veneer dwelling; cost \$6000.

La., Alexandria.—S. J. Burgess will erect \$4500 frame residence.

La., New Orleans.—J. T. Charlton will erect frame residence; cost \$3500.

Md., Baltimore.—Frank Novak Realty Co., Harford Rd. and B. & O. R. R., is having plans prepared by Callis & Callis, 2055 Kennedy Ave., Baltimore, for 24 dwellings, 1681-1703 and 1668-1690 Darley Ave.; 14x42 ft.; ornamental brick; 2 stories; cost about \$42,000.

Md., Govans.—German-American Fire Insurance Co. will repair residence at York Road and Winston Ave. lately noted damaged by fire, owned by Edward J. Storck, 623 Munsey Bldg., and occupied by Mrs. Kate A. Grogan; loss \$4000.

Mt. St. Louis.—W. Sharp will erect 2-story dwelling; cost \$3000.

Mo., St. Louis.—Frank J. Fendler and Joseph Wisniewski will erect 6 bungalows; 5 rooms, reception hall and tile bath; front and rear porches; beam ceilings; brick mantels; electric lights; furnaces.

## BUILDING NEWS

### BUILDINGS PROPOSED

#### APARTMENT-HOUSES

Fla., Miami.—Bliss Properties, Inc., rejected all bids to erect apartment-house and deferred erection until fall; plans by E. A. Nolan, Ave. C, Miami, call for concrete and hollow tile structure; 134x114 ft.; pine or maple floors; electric lights; Otis electric freight elevators; cost \$100,000. (Previously noted.)

Fla., St. Petersburg.—Fred. Scott has plans by W. S. Shull, St. Petersburg, for 18-apartment house; 3 stories; brick; 2 rooms, kitchenette, bath and porch; cost \$18,000.

Md., Baltimore.—Geo. R. Morris, 533 Title Bldg., leased 4-story dwelling at 20 W. Franklin St. and is reported to remodel for apartment-house.

Md., Baltimore.—Mayor Jas. H. Preston has plans by F. E. Beall, 306 St. Paul St., Baltimore, to convert 5 dwellings on St. Paul St. near Read, into apartment-house; 35 suites; cost \$55,000; contractors estimating are: Wm. T. Childs, 14-16 W. 20th St.; J. C. Clark & Son, 2038 N. Fulton Ave.; H. M. Reinhart & Co., 517-19 Calvert Bldg., all of Baltimore. (Lately noted.)

Mo., Caruthersville.—A. J. Dillman will erect apartment-house on Carlton Ave.

Mo., St. Louis.—H. A. Barnett will erect tenement; 2 stories; cost \$5000; construction by owner.

Okla., Muskogee.—Robert Fike has plans by M. M. Lain, Evans Bldg., Muskogee, for apartment house; no contract; construction begun under foreman.

Tex., San Antonio.—Mabel D. Holder will erect 16-room apartment-house; cost \$8000.

Va., Richmond.—Virginia Realty & Construction Co., Inc., will erect brick apartment-house on the Boulevard between Main and Cary Sts.; cost \$27,000.

#### ASSOCIATION AND FRATERNAL

Md., Baltimore.—Central Y. M. C. A. will remodel adjoining dwelling on Franklin St. for annex; 2 stories and basement; connected with Central building by passageway; accommodate 60 to 75.

N. C., Charlotte.—Loyal Order of Moose will erect building.

Okla., Tulsa.—Aurora Lodge No. 36, I. O. O. F., will erect 4-story reinforced concrete office and lodge building; 1st and 2d floors for offices; 3d and 4th floors for lodge clubrooms, etc.; cost \$100,000.

Tex., Ft. Worth.—Carpenters' Union, Claude Foose, Secy., will erect 3-story brick building; cost \$45,000 to \$50,000.

Tex., Waco.—American Red Cross Assn., Washington, D. C., will erect home for nurses at Camp MacArthur.

#### BANK AND OFFICE

Ga., Macon.—G. Troup Howard and Brown Wimberly acquired site 91x210 ft. at Wall and Third Sts., and are reported to erect 12-story office building and theater; elevators; cost \$500,000; reported having plans prepared; construction probably begins by Oct. 15.

Ga., Moultrie.—Commercial Investment Co. has plans by A. Ten Eyck Brown, 607-10 Forsyth Bldg., Atlanta, for remodeling burned building for bank, stores and offices; new interior of reinforced concrete; concrete roof slab; composition roofing; reinforced concrete floors; lighting from public service; passenger elevator; bids opened May 10; other details not determined. (Lately noted.)

Okla., Blackwell.—O. M. Swaim will erect office building.

Okla., Duncan.—Flick-Reid Oil Well Supply Co. will erect office building.

Okla., Tulsa.—Aurora Lodge No. 36, I. O. O. F., will erect 4-story reinforced concrete office and lodge building. (See Assn. & Frat.)

Okla., Tulsa.—C. P. Alexander advises the Manufacturers Record that he is not preparing to erect building. (Previously noted to erect 7-story office building.)

Tex., Fort Worth.—W. M. McDonald will erect office building; cost \$3400.

Va., Newport News.—Newport News Lumber Yard Incptd. with \$50,000 capital; C. S. Creelman, Prest.; H. B. Raymond, V.-P.; L. R. Summitt, Secy.-Treas.; will erect office building.

Va., Newport News.—C. & H. Lumber Co. will erect office building; reported to have increased capital from \$15,000 to \$100,000.

#### CHURCHES

Ark., Keo.—Methodist Church will rebuild structure lately noted damaged by storm; 35x50 ft.; concrete; lumber floors; roofing not decided; cost \$2000. Address T. O. Rorie.

Ark., Pine Bluff.—Hawley Memorial Methodist Church, Rev. Walter Scott, Pastor, will erect Sunday-school annex.

Fla., St. Petersburg.—First Baptist Church will erect building. Address The Pastor.

N. C., China Grove.—Mt. Zion Reformed Church, Rev. J. H. Keller, Pastor, will erect building to replace structure lately noted damaged by fire at loss of \$10,000.

N. C., Oxford.—Baptist Church, Rev. G. T. Tunstall, pastor, has plans by J. M. McMichael, Charlotte, N. C., for church to be erected near Oxford; brick or brick veneer; seating capacity 500; 8 Sunday-school rooms; slate or cypress shingle roof;



N. C., Asheville.—J. D. Arvine will erect 5-room residence on Edwin Place; cost \$800.

N. C., Carthage.—Bismark Hosiery Mills plans to erect number of dwellings for employes.

N. C., Charlotte.—Charlotte Consolidated Construction Co. will erect 2 dwellings on Springdale Ave. and 2 on Worthington Ave.; total cost \$13,100.

N. C., Charlotte.—D. C. Carmichael will erect bungalow; brick; cost \$4300.

N. C., Reidsville.—American Tobacco Co. will erect 30 residences for operatives.

Okla., Bartlesville.—A. J. Smysor will erect several dwellings.

Okla., Muskogee.—Mrs. S. Cohen, 122 S. Second St., has plans by M. M. Lane, Evans Bldg., Muskogee, for duplex dwelling; brick veneer; 2 stories; shingle roof; wood floors; gas stoves; electric lights; cost \$5500; M. M. Lane, Archt., Muskogee, may be addressed.

Okla., Oklahoma City.—J. McKinney will erect two 2-story frame dwellings; cost \$9000.

Okla., Oklahoma City.—A. J. Mize will erect 2-story frame residence; cost \$7000.

Okla., Oklahoma City.—H. D. Garrison will erect 2 frame residences at 627 E. 12th St. and 614 E. 13th St.; cost \$9000.

Okla., Oklahoma City.—J. W. Lucas will erect 2-story brick-veneer residence at 315 W. 16th St.; also build 2-story brick warehouse at 740 W. Reno St.; cost \$9000 and \$7000, respectively.

Okla., Tulsa.—A. C. Hunt will erect 2-story residence; cost \$13,000.

Okla., Tulsa.—Chas. V. Evans will erect residence; cost \$2500.

Okla., Tulsa.—H. H. Mesimer will erect \$5000 dwelling.

Okla., Tulsa.—L. R. Copeland will erect \$3000 residence.

Okla., Tulsa.—Otto J. Murer will erect dwelling; cost \$3000.

Okla., Tulsa.—Murphy & Walsh will erect \$5000 dwelling.

Okla., Tulsa.—W. W. Horner will erect dwelling; cost \$2500.

Tex., Beaumont.—Dr. L. Goldstein has plans by C. A. Logan, Beaumont, for 2-story 8-room residence; hollow tile; cement tile roof; cost \$8000; bids opened April 28.

Tex., Beaumont.—R. Cox has plans by C. A. Logan, Beaumont, for 2-story 7-room hollow-tile and stucco residence; cement tile roof; cost \$5500; bids opened April 28.

Tex., Beaumont.—J. M. McCannan has plans by C. A. Logan, Beaumont, for residence; 6 rooms; frame; shingle roof; cost \$3500; bids opened May 15.

Tex., Beaumont.—N. Marino has plans by Babin & Beck, Beaumont, for residence; 2 stories; hollow tile and stucco; cost \$8000.

Tex., Beaumont.—J. E. Heartfield will erect 2 five-room dwellings on Avenue H; cost \$2600.

Tex., Beaumont.—J. E. Jones c/o The Fashion, has plans by C. A. Logan, Beaumont, for residence; 2 stories; 8 rooms; hollow tile and stucco; cement tile roof; cost \$7000; bids opened April 29.

Tex., Dallas.—J. J. Jackson will erect residence; 2 stories; frame; cost \$5000.

Tex., Dallas.—J. P. Greaber will erect residence; 10 rooms; tile; cost \$6500.

Tex., Fort Worth.—J. A. Simmons will erect residence; brick veneer; cost \$8500.

Tex., Fort Worth.—Mrs. Mollie Long will erect frame residence; cost \$3250.

Tex., Fort Worth.—G. C. Mountcastle plans to erect residence; cost \$2091.

Tex., Fort Worth.—F. M. Anderson will erect residences at 3143 Jennings Ave. and 3124 Hemphill St.; total cost \$4500.

Tex., Ft. Worth.—W. D. Harris will repair residence; cost \$3300.

Tex., Fort Worth.—W. S. Wright will erect brick-veneer residence; cost \$6000.

Tex., Ft. Worth.—M. E. Hunt will erect 12-room 2-story brick-veneer residence; cost \$12,000.

Tex., Ft. Worth.—Geo. Carmack will erect residence; 2 stories; brick; cost \$18,000.

Tex., Ft. Worth.—W. A. Bartlett will erect 1-story frame dwelling; cost \$2250.

Tex., Houston.—L. S. Cohn will erect 6-room cottage; cost \$2500.

Tex., Houston.—J. Bruderer will erect dwelling; 9 rooms; cost \$2650.

Tex., Houston.—Oriental Textile Co. will erect ten 3-room cottages; cost \$5900.

Tex., Houston.—E. M. Thomas will erect 7-room residence; cost \$3500.

Tex., San Antonio.—W. D. Syers will erect 5-room dwelling; cost \$2000.

Tex., San Antonio.—Virth & Sawyer will erect 5-room dwelling; cost \$2000.

Tex., San Antonio.—E. J. Holland will erect 2-story dwelling; cost \$5000.

Tex., San Antonio.—H. C. Thorman will erect three 5-room dwellings, 3900 block Arlington St.; also 5-room dwelling, 2800 block Mission St.; cost \$8000.

Tex., San Antonio.—H. A. Barsum will erect 5-room dwelling; cost \$2500.

Tex., San Antonio.—Laura Bourguin will erect 6-room dwelling; cost \$2400.

Tex., San Antonio.—L. A. Tucker will erect dwelling; 8 rooms; cost \$5000.

Tex., San Antonio.—M. H. Wier will erect dwelling; 5 rooms; cost \$2300.

Tex., San Benito.—W. B. Hinkley will erect residence to replace structure lately noted damaged by fire; 36x36 ft.; brick walls; cement stucco finish; shingle or tile roof; cement and lumber floors; cost \$3000; construction probably by owner.

Tex., Weatherford.—Bob Harrington will erect residence on farm near Weatherford.

Va., Berkeley (P. O. Norfolk).—Sawyer Bros. have permit to erect 3 frame dwellings; cost \$2500 each.

Va., Norfolk.—C. H. Neeb, 223 19th St., will erect cement block residence and garage; cost \$3500.

Va., Norfolk.—Lena Chase Norman will erect dwelling; frame; cost \$3600.

Va., Norfolk.—Arthur Conrad will erect dwelling; frame; cost \$3205.

Va., Norfolk.—Fred Betz will erect frame dwelling; cost \$3205.

Va., Richmond.—Thos. L. Moore will repair brick dwelling; cost \$2500.

W. Va., Beckley.—John M. Ferguson, V. P. Ernest M. Merrill Engineering Co., will erect dwelling on N. Kanawha St.

W. Va., Beckley.—A. W. Laing, Mgr. McAlpine Coal Co., is reported to erect residence on Kanawha St.

W. Va., Clarksburg.—W. T. Merriman will erect residence; 7 or 8 rooms; brick and tile; slate roof; oak floors; gas or vapor heat; electric lights. (Lately noted.)

## GOVERNMENT AND STATE

D. C., Washington—Mine Laboratory.—Bureau of Yards and Docks, Navy Dept., Washington, is having plans prepared for mine laboratory; cost about \$60,000.

D. C., Washington—Treasury Department. Treasury Dept., W. G. McAdoo, Secy., Washington, opened bids to erect treasury annex, Pennsylvania Ave. and Madison Pl.; Irwin & Leighton, 126 N. 12th St., Philadelphia, low bidders; plans by C. Gilbert, 11 E. 34th St., New York, call for 6 stories; 125x70 ft.; stone, except on alley in rear, where terra-cotta facing is used above first story; tile and copper roof; cost about \$1,000,000. (Lately noted.)

D. C., Washington—Storehouses.—Bureau of Yards and Docks, Navy Dept., will erect 30 storehouses; bids opened Apr. 29; Specification No. 2884; further information address F. R. Harris, Chief of Bureau.

Ga., Macon—Warehouses.—War Dept., Washington, D. C., contemplates erection of 20 additional warehouses for Quartermaster's Corps at Camp Wheeler; 60x178 ft.; also plans erection of ice plant and refrigerating-rooms; Col. Chas. J. Nelson, Camp Quartermaster.

Md., Baltimore—Shipping Station.—War Dept., Major-Gen. Geo. Goethals, Quartermaster-General, Washington, is understood to have decided on expenditure exceeding \$150,000 for Government shipping station on waterfront at or near Baltimore; build warehouses, piers, etc.; permanent fireproof concrete construction; utilize site with water frontage exceeding 1000 ft.; 3 piers to accommodate 6 of largest army transports; distance between piers sufficient for 2 vessels; completed plant to employ 5000 men and handle every class of soldiers' equipment, except explosives.

Tenn., Memphis—Hospital.—J. E. Robinson, Custodian, in temporary charge, Memphis, receives bids until May 24 for repairs and painting at United States Marine Hospital; plans and specifications at office custodian only.

Tex., Waco—Home.—American Red Cross Assn., Washington, D. C., will erect home for nurses at Camp MacArthur. (See Associations and Fraternal.)

Va., Hampton Roads—Dispensary.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., opened bids to erect

dispensary building at naval operating base; Oseawana Building Co., 101 Park Ave., New York, low bid at \$39,700. (See Hospitals.)

Va., Norfolk—Hospitals.—House of Representatives approved \$10,235,000 appropriation for temporary naval hospitals as follows: Norfolk, \$1,250,000; Hampton Roads, Va., \$500,000; Charleston, S. C., \$850,000; Paris Island, S. C., \$175,000. (See Hospitals.)

## HOSPITALS, SANITARIUMS, ETC.

Fla., Miami.—City will expend \$200 to improve hospital, including operating addition, enclosing sun porches with glass for wards, etc.; 1 story; frame and plaster; also construct septic tank, 27x59 ft.; construction by day labor under supervision of J. T. Blackmon. (Lately noted.)

Ga., Savannah.—Terry Shipbuilding Co. will erect hospital at Port Wentworth; probably 50 beds; plans prepared.

Md., Baltimore.—Mercy Hospital, Calvert and Saratoga Sts., rejected bids to erect nurses' home and will consider new bids later; plans by Frank J. Baldwin, Professional Bldg., Baltimore, call for 6-story structure; 90x110 ft.; fireproof; brick and brownstone; tile roof; mostly terrazzo flooring; 1 elevator and 1 freight lift; steam heat; electric lights; cost \$100,000. (Lately noted.)

Miss., Magee.—State Board of Health, W. S. Leathers, Secy., Jackson, Miss., receives bids until May 27 to erect 2-story brick administration building for Mississippi State Tuberculosis Sanatorium; 40x92 ft.; frame laundry building and 2 frame 1-story cottages; composition shingle roofs; direct steam heat in administration bldg.; plans and specifications at office Ben Price, Archt., 518 Empire Bldg., Birmingham, Ala., on and after May 11.

S. C., Charleston.—House of Representatives approved \$850,000 appropriation for temporary naval hospital. (See Va., Norfolk.)

S. C., Paris Island.—House of Representatives approved \$175,000 appropriation for temporary naval hospital. (See Va., Norfolk.)

Tenn., Memphis.—J. E. Robinson, Custodian, in temporary charge, Memphis, receives bids until May 24 for repairs and painting at United States Marine Hospital; plans and specifications at office custodian only. (See Government and State.)

Tenn., St. Elmo.—R. H. Hunt, Chattanooga, will prepare tentative plans for 50-bed \$100,000 hospital under contemplation in connection with Florence Crittenden Home; Dr. C. P. Knight of United States public health service is interested.

Va., Hampton Roads.—House of Representatives approved \$500,000 appropriation for temporary naval hospital. (See Va., Norfolk.)

Va., Hampton Roads.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., opened bids to erect dispensary building at naval operating base; Oseawana Building Co., 101 Park Ave., New York, low bid at \$39,700. (Previously noted.)

Va., Norfolk.—House of Representatives approved \$10,235,000 appropriation for temporary naval hospitals as follows: Norfolk, \$1,250,000; Hampton Roads, Va., \$500,000; Charleston, S. C., \$850,000; Paris Island, S. C., \$175,000; Josephus Daniels, Secy. Navy, Washington, D. C.

W. Va., Denmar.—State Board of Control, Charleston, W. Va., lately noted considering erecting tuberculosis sanitarium, will not erect any buildings.

W. Va., Mullens.—Hospital Incpd. with \$50,000 capital by Dr. J. E. Coleman, Beckley, W. Va.; Dr. W. L. Hunter, D. Forest Early and others; will erect Raleigh-Wyoming Hospital; 100-bed capacity.

## HOTELS

Fla., Ft. Lauderdale.—Broadway Hotel Co. organized and will erect tourist hotel on Andrews Ave.; city is considering voting May 4 on \$35,000 bonds to aid in erection of structure. (This is project lately noted deferred by G. E. Henry.)

Fla., Orlando.—J. W. Hurley, Mgr., Oseola Hotel, will erect hotel building.

Mo., Kansas City.—Brookside Investment Co., owned by Elmer Williams and Chas. Williams, has plans by McKecknie & Trask, Kansas City, for Brookside Hotel at Oak and 54th Sts.; 80 suites of 1 to 3 rooms; 4 wings; sunken garden effect with terraces and summer houses; cost \$150,000.

Okla., Ada.—G. W. Clower plans to erect hotel.

Okla., Tulsa.—Wallace N. Robinson will improve Hotel Tulsa to include tile flooring for main dining room and other changes.

## MISCELLANEOUS

Ga., Atlanta.—Arabian Home, Center Hill, will erect stone dormitory for helpless women and children of convicts; 60 to 70 rooms; cost \$20,000. (Lately noted.)

Miss., Biloxi—Clubhouse.—Biloxi Golf Club organized with \$30,000 capital; will build clubhouse, golf links; clear, grade and fence 110-acre site.

Mo., Kansas City—Home.—Kansas City Association for Blind will remodel residence for home for blind; cost \$10,000; Mrs. A. R. Meyer, Chmn. Committee, 45th St. and Warwick Blvd.

N. C., Charlotte—Soldiers' Pavilion.—Charlotte War Camp Community Service Comsn. will erect open air pavilion at Soldiers' Club; construction in charge of Lieut. H. A. Connors.

N. C., Concord—Bathhouse.—Norcott Mills will erect bathhouse for employes; 30x40 ft.; 14 shower baths.

Okla., Tulsa—Lumber Yard.—Minnetonka Lumber Co., J. E. Marra, Gen. Mgr., acquired site at 3d and Kenosha Sts. with frontage of 200 ft. and will establish lumber yard; erect building 140x200 ft.

Va., Portsmouth—Clubhouse.—Kira Estate has plans by Rossel Edward Mitchell, 604 Paul-Gale-Greenwood Bldg., Norfolk, for remodeling building at 111-113 High St. for Army and Navy Club; receiving bids for all work except steam heating, which contract was let to Graham & Faire, Norfolk.

Va., West Point—Resort.—Dr. Las Ville Bert Robadeaux, Chicago, purchased Terminal Hotel and is reported to remodel for recuperative resort.

## RAILWAY STATIONS, SHEDS, ETC.

Fla., Lakeland.—Atlantic Coast Line R. R., J. E. Willoughby, Ch. Engr., Wilmington, N. C., will rebuild burned passenger station; 2 stories; steam heat; cost \$40,000; construction, by company force, begins in about 10 days; plans by G. M. Poley, Wilmington, N. C. (Lately noted.)

## SCHOOLS

Ala., Ramer.—Montgomery County Board of Education, Montgomery, will erect school building; 1 story; frame; 6 rooms.

Ala., Town Creek.—City will erect school building; brick; slate roof; No. 1 pine flooring; wired for electricity furnished from Muscle Shoals; concrete sidewalk; cost \$10,000; bids opened. Address W. J. Lee. (Lately noted.)

Ala., Wilmer.—Mobile County Comms. Mobile, will erect agricultural high school. (Previously noted to have voted \$150,000 bonds to erect building.)

Ark., Warren.—School Board will erect \$50,000 building to replace Warren High School lately noted damaged by fire.

Fla., Apopka.—Apopka School Dist. of Orange County, votes May 11 on \$16,000 bonds to erect school; Orange County Board of Public Instruction has plans by F. H. Trimble, Orlando, Fla., for 6-room and auditorium brick school; composition roof; wood floors; city electric lights; hot air heat; bids opened about May 1. (Lately noted.)

Fla., Tavares.—Tavares School Dist. votes May 11 on \$25,000 bonds to erect school; Wm. T. Kennedy, Secy. Board of Public Instruction of Lake County.

Ga., Macon.—Bibb County Board of Education, D. H. Bruce, Supt., plans to erect school building at Fort Hawkins.

Ky., Nicholasville.—City votes May 11 on \$8000 bonds to erect school building. Address The Mayor.

Md., Baltimore.—Richard Gwinn, City Register, receives bids until May 1 for enclosure of openings and alterations at Maryland Institute, Baltimore St. and Market Place; drawings and specifications at office C. H. Osborne, Inspector of Buildings.

Miss., Booneville.—W. C. Lacy, Mayor, receives bids until May 7 to erect 2-story and basement school building; cost \$25,000; plans and specifications at office L. D. Rinehart, City Clk., and R. A. Heavener, Archt., Jackson, Tenn. (Lately noted.)

Miss., Clarksdale.—School Board receives bids through R. E. Stratton, Jr., City Clerk, until May 22 to erect school, including heating and plumbing; brick; vacuum heating; electric lights; has \$95,000 bond issue for building and equipment; plans and specifications from R. H. Hunt, Archt., Chattanooga,

Tenn.; Geo. F. Maynard and J. H. Johnson, Secy. School Board, Clarksdale. (Previously noted.)

Miss., Pace.—Pace Consolidated School Dist. will erect school building and teachers home; bids received about May 17; \$35,000 bond issue; Raymond B. Spencer, Archt., Jackson, Miss., will furnish plans.

Miss., Strayhorn.—Board of Trustees, Strayhorn Consolidated School Dist., receives bids until May 10 at Courthouse, Senatobia, Miss., to erect school building and teachers' home; plans and specifications at office Raymond B. Spencer, Archt., Jackson, Miss., and T. J. Cathey, Senatobia. (Lately noted planning \$20,000 bond issue to erect building.)

Miss., Wiggins.—Inda Consolidated School Dist. plans to erect school building 40x60 ft.; frame; shingle roof; lumber flooring; stoves; cost about \$4,000; will issue \$5,000 bonds. Davis Breland, Perkinson, Miss., is interested. (Lately noted.)

Mo., Independence.—Board of Education will construct \$2500 swimming pool in Wm. Chrisman High School.

Okl., Krebs.—Krebs School Dist. Trustees plan to issue \$20,000 school bonds.

Okl., Tulsa.—Tulsa County Board of Commissioners, Lewis Cline, County Clerk, receives bids until May 6 to erect 2-story and basement high school on Block 16, North Tulsa Addition; plans and specifications at office M. C. Cross and H. H. Mahler, Associate Architects, Room No. 16, Nebraska Bldg., Tulsa.

S. C., Cedar Spring.—Dr. J. F. Cleveland, Spartanburg, S. C., receives bids until May 6 for interior remodeling of administration building and erection of laundry and boiler room building for South Carolina School for Deaf & Blind; also for installation of central heating plant; ordinary construction; slate roof; wood, cement and tile floors; vapor-vacuum high-pressure heating system; electric lights; cost \$34,000; drawings and specifications at office Edwards & Sayward, Architects, 609 Chamber of Commerce Bldg., Atlanta, and Capt. N. F. Walker, Supt., Cedar Spring. (Lately noted.)

S. C., Pee Dee.—Pee Dee School Dist. voted tax to erect school building at Berea; Oak Grove Dist. voted tax to erect 2 schools; Smith and Dehora Dist. are considering consolidating and voting to erect brick school; A. L. Easterling, Marion County Supt. of Education.

Tenn., Knoxville.—L. C. Waters, Archt., 613 Prince St., Knoxville, receives bids until May 2 to erect 1-room frame school building for Knox County Grammar School Board, W. B. Cobb, Chrmn.

Tex., Cresson.—Cresson School Dist. plans to issue \$8000 bonds. Address Dist. School Trustees.

Tex., Donna.—Board of Education receives bids until May 2 to erect high school; reinforced concrete; cost \$50,000; plans and specifications at office Kuehne & Casey, Architects, 824 Littlefield Bldg., Austin. (Previously noted.)

Tex., Edgewood.—Edgewood School Dist. voted \$32,000 bonds to erect school. Address Dist. School Trustees.

Tex., Ft. Worth.—School Board adopted plans by Sanguinet & Staats, Ft. Worth, and will soon call for bids to erect North Side High School; 15 classrooms, auditorium, chemical and physical laboratories, manual training and domestic science rooms, library and rest rooms for teachers; cost \$125,000, exclusive of equipment. (Lately noted.)

Tex., Graham.—Graham Ind. School Dist. voted \$40,000 school bonds. Address District School Trustees.

Tex., Spring.—Spring Independent School Dist. Trustees receive bids until May 1 to erect 2-story brick school building; plans and specifications at office O. F. Holcombe Co., 813 Stewart Bldg., Houston; Prof. J. W. Lyle, County Supt.

W. Va., Keyser.—State Board of Control, Charleston, has plans by Paul A. Davis, 3rd, 1713 Sansom St., Philadelphia, Pa., for school for preparatory branch of University of West Virginia to replace burned structure; 74x158 ft.; brick, stone, terra cotta and wood; slate and slag roof; frame direct steam heat; Willis Ludwick & Co., 34 S. 17th St., Philadelphia, is lowest bidder. (Lately noted.)

## STORES

Ala., Birmingham.—J. W. Ayer will repair frame building, 2109 11th Ave., South; cost \$2,000.

Ala., Montgomery.—Schloss & Kahn will construct tar and gravel roof on store building; cost \$2,250.

Ark., Magazine.—W. A. McNeill will erect store building to replace structure lately burned by fire; 25x80 ft.; brick; Carey roofing; wood floors; cost \$2750.

Ark., Stuttgart.—A. A. Tindall will erect concrete block business building.

Fla., Jacksonville.—H. T. Jones will erect addition to building at Talleyrand Ave. and Jessie St.; cost \$2,000.

Fla., Pensacola.—Owners of Thiesen Building will remodel first floor, to be occupied by Marston & Quina; double-deck windows; probably plate-glass front, etc.

Ga., Moultrie.—Commercial investment Co. has plans by A. Ten Eyck Brown, Forsyth Bldg., Atlanta, for remodeling burned structure for stores, bank and offices; reinforced concrete interior; concrete roof slab; composition roofing; passenger elevator; bids opened May 10. (See Bk. & Off.)

Ga., Metter.—Davidson & Hall will erect store building.

La., Alexandria.—Progressive Co., J. E. McAdams, Prest., will not at present remodel building at Third & Johnston Sts., as lately noted.

La., Arcadia.—L. W. Mitchell, Ruston, La., is superintendent of construction for erection of 8 store buildings; being erected on percentage basis.

N. C., Asheville.—Owner of Hampton Building will improve structure; install glass fronts, etc.; occupied by J. B. Shocket, R. L. Fitzpatrick and others.

Okl., Miami.—J. P. Turner will erect office and business building; 4 stories; brick.

Okl., Sallisaw.—Cherry & Winters will erect business building; cost \$5,000.

Tex., Ft. Worth.—W. H. Smith will erect business building; 50x100 ft.; brick; 1 story; foundation to permit additional stories; leased by Paxton & Evans.

Tex., Ft. Worth.—Mrs. W. Scott will expend \$3,000 to repair store building.

Tex., Ft. Worth.—L. B. Clark will erect 2-story brick building 50x95 ft.; leased by Hickman-Clark Drug Co.

Tex., Waco.—L. Friedlander, Mgr. of Piggly-Wiggly Stores, will erect store building at 129 S. 8th St.; 50x120 ft.; 2 stories; tile lobby; cost \$25,000; Ross & Cason, Architects, Waco.

W. Va., Moundsville.—D. T. Burton will erect 2-story building; garage on first floor; store room above.

## BUILDING CONTRACTS AWARDED

### APARTMENT-HOUSES

Ga., Atlanta.—A. N. Canton, Archt., Atlanta, let contract to John O'Connor, Atlanta, for plastering for 18-suite apartment-house under construction.

Ga., Atlanta.—Norman I. Miller, Grant Bldg., let contract to Fulton County Home Builders, Atlanta, for apartment-house at 611 Ponce de Leon Ave.; 12 suites; brick and mill construction; tar and gravel and Spanish tile roof; wood floors; cost \$40,000; heating, \$3,000; DeFord Smith, Archt., Grant Bldg., Atlanta. Address Contractor.

Mo., St. Louis.—Ben Delch let contract to M. Pernikoff, St. Louis, to alter tenement; cost \$4100.

N. C., Charlotte.—V. J. Guthery let contract to R. L. Goode, Charlotte, to erect apartment-house; 50x160 ft.; brick and steel; composition roof; reinforced concrete and wood floors; cost \$60,000; let contract at \$7200 to General Fire Extinguisher Co., Charlotte, for vapor heating plant, and at \$10,000 to Acme Plumbing Co., Charlotte, for plumbing; L. L. Hunter, Archt., 911 Commercial Bank Bldg., Charlotte.

Tex., Beaumont.—Mrs. W. H. Ford let contract to T. Gibson, Beaumont, to erect apartment-house; 2 stories; cost \$8,000.

Va., Norfolk.—Mrs. Ida B. Richardson let contract at \$15,895 to F. C. Lowe, Norfolk, to erect 12-family apartment-house; apartments to consist of reception-room, bedroom, dining-room, kitchen and bath; also let contract at \$8392 to Wilson & Co., Norfolk, for plumbing and heating. (Lately noted.)

Va., Richmond.—P. E. W. Goodwin, care Central National Bank, has plans by and let contract to Davis Bros., Inc., 2510 W. Main St., Richmond, to remodel building at 319 E. Franklin St., for bachelor apartments; brick; electric lights; cost \$13,000; hot water heat, \$1,000. Address Contractors.

### THEATERS

Ga., Macon.—G. Troup Howard and Brown Wimberly are reported to erect theater and 12-story office building at 3d and Wall Sts.; cost \$500,000. (See Bank and Office.)

Ga., Toccoa.—Jos. Burton will erect moving picture theatre.

Miss., Moss Point.—A. D. Treloar will erect moving-picture theater.

N. C., Winston-Salem.—R. D. Craver, Charlotte, N. C., is promoting erection of vaudeville theater; seating capacity 1500.

S. C., Florence.—O'Dowd Amusement Co. will erect motion picture theatre; seating capacity 1000; automatic ventilation; combined organ and orchestra; cost \$40,000; W. D. Harper, Archt.

### WAREHOUSES

Ga., Macon.—B. T. Adams and others will erect warehouses in connection with cotton mill to be established.

Ga., Macon.—War Department, Washington, D. C., contemplates erection of 20 additional warehouses for Quartermaster's Corps at Camp Wheeler. (See Gov. & State.)

Md., Baltimore.—McCardle & Cooney, 8 E. Lombard St., acquired site at Key Highway, Boyle, Harvey and Lawrence Sts., containing 43,000 sq. ft. space and will erect steel warehouse; possibly fabricated steel; concrete; about 24x156 ft.; possibly fabricated steel; construction begins within 30 days; details not determined.

Md., Baltimore.—War Dept., Maj.-Gen. Geo. Goethals, Quartermaster General, Washington, D. C., is understood to have decided on expenditure exceeding \$15,000,000 for Government shipping station on waterfront at or near Baltimore; build warehouses, piers, etc., of permanent fireproof concrete construction, etc. (See Gov. & State.)

Mo., St. Louis.—Dorothy Witte will alter and repair storage building; cost \$2,000.

Okl., Oklahoma City.—J. W. Lucas will erect 2-story brick warehouse; cost \$7,000. (See Dwellings.)

Tex., San Antonio.—G. A. Stowers Furniture Co. will erect 2 warehouses; 50x100 ft. and 55x100 ft.; 1 story with deck or mezzanine floor; galvanized iron walls and roofing. (Lately noted.)

Va., Richmond.—T. M. Carrington & Co. will repair brick warehouse; cost \$5,000.

### ASSOCIATION AND FRATERNAL

Ark., Little Rock.—American Red Cross Assn., Washington, D. C., let contract to J. R. Van Slyke, Little Rock, to erect building at Camp Pike, in addition to \$25,000 convalescent ward under construction; will contain solarium, glass enclosed veranda, 1-story and 2 mezzanine floors.

Tex., Waco.—American Red Cross Assn., Washington, D. C., let contract to J. M. Bush, Waco, to erect convalescent-house at Camp MacArthur; 2 stories; cost \$20,000, exclusive of furnishings. (Previously noted.)

### BANK AND OFFICE

Ark., Conway.—Conway State Bank let contract to W. F. Ault, Little Rock, to erect bank building; 50x100 ft.; brick, stone and concrete; 2 stories; fireproof; gravel composition roof; reinforced concrete floors; hot-water heat; electric lights; cost \$46,000; Thompson & Harding, Architects, Little Rock; bank fixtures let under separate contract. (Lately noted.)

La., Alexandria.—Dr. W. D. Haas let contract to R. L. Roland to erect 2-story building and 1-story structure over Fargo Express Co.'s building; upper floor and over Fargo Express Co.'s building to be used for offices. (See Stores.)

Md., Baltimore.—Ritter-Conley Mfg. Co. let contract to Hughes-Foulkrod Co., Philadelphia, Pa., to erect office building in connection with shipyard; 45x130 ft.; tile walls; brick and concrete foundation; slate roof; wood floors; steam heat; contractor is receiving sub-bids; Elliott & Emmart, Architects, Union Trust Bldg., Baltimore. (Lately noted.)

N. C., Winston-Salem.—Wachovia Bank & Trust Co. let contract to Fogle Bros. Co., Winston-Salem, to erect superstructure of bank and office building, for which Barber & Ross, 11th and G Sts. N. W., Washington, D. C., have contract for steel frame; Milburn-Heister & Co., Architects, Union Savings

Bank Bldg., Washington, D. C. (Previously noted.)

Tex., Bloomburg.—Guarantee State Bank let contract to B. Brashear to erect 3-story brick bank building.

### CHURCHES

La., Arcadia.—First Baptist Church let contract to C. E. Andrews, Ruston, La., to erect building; 67x67 ft.; brick veneer; composition roof; wood floors; hot-air heat; electric lights; cost \$8750. Address J. C. Cox, Mt. Lebanon, La. (Lately noted.)

N. C., Badin.—Baptist Church, R. Ray Ingram, Chmn., Albemarle, N. C., let contract to D. A. Holbrooks, Albemarle, N. C., to erect building; cost \$35,000; Jas. M. McMichael, Archt., Charlotte, N. C.

Okl., Tulsa.—Methodist Episcopal Church let contract to Dean, Moran & Stephens, Tulsa, to erect building at 503 N. Frankfort St.; cost \$8,000. (Previously noted.)

Okl., Tulsa.—Seventh Day Adventists have plans by and let contract to L. P. Clifton, Tulsa, to erect church building; 40x40 ft.; stucco; composition Johns-Manville shingle roofing; wood floors; has heat; cost \$5500; electric lights, \$100. (Lately noted.)

Tex., Amarillo.—Colored Methodist congregation let contract to G. Parr, Amarillo, to erect building; cost \$3,000.

Tex., Athens.—Athens Baptist Church let contract to Walter G. Shadday, Athens, to erect building; 109x90 ft.; concrete, brick, stone and lumber; asbestos roof; basement floor, concrete, main floor, wood; city lighting; cost \$35,000; other details not decided; Geo. Lindsey, Archt., Greenville, Tex. (Lately noted.)

Tex., Austin.—Baptist Church let contract to J. F. Johnson, Austin, to erect building; cost \$60,000.

### CITY AND COUNTY

Ga., Macon.—Library.—Washington Memorial Library Trustees let contract to W. J. Beeland, Macon, to erect library building; cost \$50,000; Nisbet & Dunwoody, Architects, Macon. (Previously noted.)

### COURTHOUSES

Miss., Corinth.—E. G. Parish, Jackson, Tenn., general contractor to erect courthouse for Alcorn County, let contract for plain and ornamental plastering to Dixie Decorative Plaster Works, Atlanta; cost of building \$97,000; N. W. Overstreet, Archt., Jackson, Miss. (Other contracts and details lately noted.)

### DWELLINGS

Ala., Birmingham.—George Eaves let contract to Mann Bros., Avenue E, Birmingham, to rebuild residence noted damaged by fire; wood; composition tile roof; hardwood floors; cost about \$2,000.

Ark., Stuttgart.—J. M. Ellis let contract to R. R. Boyd, Stuttgart, to erect 2 dwellings; cost \$6,000.

Ga., Columbus.—J. B. Knight, Jr., 1331 4th Ave., let contract to L. E. Wooten, Columbus, to erect residence; 2 stories and basement; brick; slate roof; oak and concrete floors; steam heat; electric lights; cost \$12,000; Greer & Biggers, Architects, Exchange Bldg., Columbus. Address owner, P. O. Box 948, Columbus. (Lately noted.)

La., New Orleans.—Union Homestead let contract to Laine & Falgout, New Orleans, to erect 3 dwellings on Upperline, Chalborne and Apple St.; cost \$7,400.

La., Alexandria.—Rev. W. M. Grimble let contract to I. S. Wilkerson, Box 360, Alexandria, to erect residence; 32x38 ft.; 2 stories; wood; shingle roof; double floors; cost \$1,000; sidewalks, \$675. Address Contractor. (Lately noted.)

La., Shreveport.—J. Weisman let contract to J. H. Bellamy, Shreveport, to repair 2-story frame residence; cost \$4,000.

Mo., St. Louis.—F. R. Specht let contract to H. Dilschneider, St. Louis, to erect 2-story dwelling; also 1-story garage; cost \$4,500.

N. C., Charlotte.—J. F. Blythe let contract to Blythe & Isenhour, Charlotte, to erect residence; 40x46 ft.; wood and brick; shingle roof; wood floors; electric lights; cost \$5,000 to \$6,000; hot-air heat, \$400.

S. C., Anderson.—Leopold Geisberg let contract to Townsend Lumber Co., Anderson, to erect residence; 9 rooms; cost \$7,000.

Tex., Amarillo.—C. E. Trollinger let contract to G. E. Anderson, Amarillo, to erect \$6,000 residence.



Tex., Amarillo.—C. E. Berry let contract to F. Bone, Amarillo, to erect \$4000 residence.

Tex., Amarillo.—C. Reynolds let contract to F. Bone, Amarillo, to erect residence; cost \$2750.

Tex., Amarillo.—F. Riddle let contract to G. Parr, Amarillo, to erect \$7000 residence.

Tex., Amarillo.—J. M. Durrett let contract to C. R. Austin, Amarillo, Tex., to erect \$2500 residence.

Tex., Amarillo.—O. H. Gilvin let contract to erect residence; cost \$3500.

Tex., Amarillo.—T. B. Zellner let contract to W. P. Cooper, Amarillo, to erect \$2500 residence.

Tex., Amarillo.—V. Brummel let contract to W. P. Cooper, Amarillo, to erect \$2350 residence.

Tex., Beaumont.—G. J. Todd let contract to Home Lumber Co., Beaumont, to erect residence; 5 rooms; frame; shingle roof; cost \$3500; C. A. Logan, Archt., Beaumont.

Tex., Beaumont.—R. Hoopes let contract to J. E. Heartfield, Beaumont, to erect residence; hollow tile and stucco; cement tile roof; wood floors; cost \$3000; Babin & Beck, Archts., Beaumont.

Tex., Beaumont.—Mrs. Sybel Orr let contract to S. B. Dorris, Beaumont, to erect residence; 5 rooms; frame; shingle roof; C. A. Logan, Archt., Beaumont.

Tex., Beaumont.—P. E. Hammon let contract to G. Zernial, Beaumont, to erect eight 5-room dwellings; cost \$2500 each; also having plans prepared by C. A. Logan, Beaumont, for 2-story, 8-room, hollow tile and stucco residence to cost \$10,000; cement tile roof; bids opened May 3.

Tex., Beaumont.—A. F. Wolf has contract to erect residence on North St.; cost \$4000.

Tex., Beaumont.—A. Biggs let contract to Interstate Realty Co., Beaumont, to erect residence; 6 rooms; cost \$2750.

Tex., Beaumont.—A. G. West let contract to Interstate Realty Co., Beaumont, to erect 5-room residence; cost \$2400.

Tex., Beaumont.—C. Josey let contract to C. A. Stewart, Beaumont, to erect two 5-room residences; cost \$3500.

Tex., Beaumont.—L. E. Pritchett let contract to Rutt Home Builders, Beaumont, to erect residence; cost \$2600.

Tex., Beaumont.—Club Investment Co. let contract to Interstate Realty Co., Beaumont, to erect two 5-room residences; cost \$4000.

Tex., Beaumont.—Mrs. M. M. Bone let contract to Rutt Home Builders, Beaumont, to erect two 5-room residences; cost \$4000.

Tex., Beaumont.—Mrs. I. Barr let contract to J. F. Murrough, Beaumont, to erect three 6-room residences; cost \$3600.

Tex., Beaumont.—J. McKinney let contract to J. J. Peligree, Beaumont, to erect three 5-room residences; cost \$4500.

Tex., Beaumont.—T. Brown let contract to G. E. Zernial, Beaumont, to erect 5-room residence; cost \$2000.

Tex., Beaumont.—T. D. Brooks let contract to J. E. Heartfield, Beaumont, to erect two 5-room residences; cost \$3600.

Tex., Beaumont.—H. L. Clarke let contract to Interstate Realty Co., Beaumont, to erect \$2000 5-room residence.

Tex., Beaumont.—W. N. Gray let contract to Interstate Realty Co., Beaumont, to erect 6-room residence; cost \$2750.

Tex., Beaumont.—W. S. Wallace let contract to Interstate Realty Co., Beaumont, to erect 6-room residence; cost \$2400.

Tex., Beaumont.—W. H. Craig let contract to E. J. Miller, Beaumont, to erect two 5-room dwellings on Neches St.; cost \$4000.

Tex., Beaumont.—W. A. Allen let contract to Rutt Home Builders, Beaumont, to erect 5-room residence on Forest St.; cost \$2000.

Tex., Beaumont.—V. Fertitta let contract to D. H. James, Beaumont, to erect six 4-room dwellings; cost \$7000.

Tex., Dallas.—Power Investment Co. will erect four 5-room residences on Grandview and Parkview Sts.; cost \$1600 each; W. B. Powers, Contr., Dallas.

Tex., Ft. Worth.—L. L. Burton let contract to erect 2-story 12-room brick dwelling; cost \$18,000.

Tex., Paris.—W. A. Enoch let contract to C. S. Caviness, Paris, to erect 2-story frame residence; composition roof; wood floors; hot air heat; C. S. Curtis, Archt., Paris. (Lately noted.)

Tex., San Antonio.—Henry Dukes, 311 Burnett St., let contract to Otto Brown, San Antonio, to erect residence; 4 rooms; lum-

ber; tin roof; wood floors; cost \$2000. (Lately noted.)

## GOVERNMENT AND STATE

Ark., Little Rock.—Association.—American Red Cross Assn., Washington, D. C., let contract to J. R. Van Slyke, Little Rock, to erect additional building at Camp Pike. (See Assn. & Frat.)

Tex., Austin.—Aviation Camp.—War Dept., Washington, D. C., let contract to J. F. Johnson, Austin, to erect cantonment buildings at Camp Mabry, near Austin, for aviation field; cost \$400,000.

Tex., Del Rio.—Barracks.—War Dept., Washington, D. C., let contract to McKenzie Construction Co., San Antonio, to construct barracks for regiment of cavalry; cost \$500,000; construction in charge of Major Hibbard, Constr. Quartermaster.

Tex., Waco.—Convalescent Home.—American Red Cross Assn., Washington, D. C., let contract to J. M. Bush, Waco, to erect convalescent-house at Camp MacArthur. (See Association and Fraternal.)

Va., Norfolk.—Warehouses, etc.—Porter Bros., Spokane, Wash., general contractors to erect warehouses, barracks, etc., at Bush Bluff, at cost of about \$16,000,000, let contract to Robt. G. Lassiter & Co., 327 Arcade Bldg., Norfolk, home office First Natl. Bank Bldg., Oxford, N. C., for road work, grading, concrete flooring in and between warehouses and other similar work; concrete between warehouses from 6 to 12 in. thick; definite plans not determined; A. O. Leach, Supvr. Engr., Withers Bldg., Norfolk. (Fully detailed in January.)

## HOSPITALS, SANITARIUMS, ETC.

Okla., Oklahoma City.—Lisle-Dunning Construction Co., Oklahoma City, general contractor to erect State Hospital building, let following sub-contracts: Arnold & Wetherbee, electric wiring; A. E. Maidt, plastering; J. B. Klein Co., structural and ornamental iron; Darling Lumber & Mfg. Co., mill work and glass; Hugh L. Turner, roofing and sheet metal; Oklahoma Tile Co., tile floors; W. L. Eby, cement floors; all of Oklahoma City; Oilier Heating Co., Norman, Okla., plumbing and heating; Otis Elevator Co., New York, elevators, doors and fronts; Solar Metal Products Co., Columbus, Ohio, metal trim; Henry Weis Cornice Co., Kansas City, Mo., metal window and metal toilet partitions; American Fireproofing Co., Chicago, gypsum block partitions; plans by Jewell Hicks, Oklahoma City and Durant, Okla., call for 4-story building; reinforced concrete with brick and stone facing; tar and gravel roof; concrete floors; electric lights; cost \$185,000. (Previously noted.)

Tex., Waco.—Board of Managers of Methodist Orphanage let contract to Gross & Swigert, Provident Bldg., Waco, to erect hospital building; 25x125 ft.; 16 beds; tile and brick exterior walls; metal plaster partitions; tar and gravel on concrete slab for roof construction; tile and cement floors; cost \$12,000; hot-water heat, \$1300; H. O. Blanding, Archt., Corsicana, Tex. Address contractors. (Lately noted.)

## HOTELS

Fla., West Palm Beach.—Wm. L. Woodcock let contract to H. T. Grant to erect addition to Hotel Poinsetta; also let contract to G. C. Henderson for plumbing and to Electric Shop for electric wiring; cement construction; 153x75 ft.; 22 rooms with bath.

La., Arcadia.—F. T. Taylor, J. W. Sheard and Leo Daniel let contract to C. E. Andrews, Ruston, La., to erect hotel; brick; cost \$15,505. (Lately noted.)

## MISCELLANEOUS

La., Shreveport.—Fair.—State Fair Assn. let contract at \$67,273 to Thos. Green, Shreveport, to erect agricultural building to be known as Bruggerhoff Memorial Hall; pressed brick; 32,500 sq. ft. floor space; E. F. Neild, Archt., Continental Bank Bldg., Shreveport.

Md., Baltimore.—Lunchroom.—W. & J. Knox Net & Twine Co., Calvert and Lombard Sts., let contract to Sullivan & McNally Co. to erect 4-story brick lunchroom, Johnson and Wells Sts., 53x12 ft.; cost \$5000.

Mo., St. Louis.—Salvage Corps.—Underwriters' Salvage Corps Assn. is reported to have let contract to H. T. O'Fallon, St. Louis, to erect garage and headquarters building on Locust St.; 25x100 ft.; 2 stories and basement; cost \$20,000. (Lately noted.)

## RAILWAY STATIONS, SHEDS, ETC.

N. C., Charlotte.—E. D. Latta let contract to C. C. Co., Charlotte, to erect passenger station for Piedmont & Northern Electric Ry. Co.; plans by William H. Peeps, Charlotte, call for structure 40x110 ft.; 1-story; semi-classic style; exterior trimmed with tapestry stone and brick; plate-glass front and marquee; central ticket office, waiting-rooms, lunchrooms, etc.; waiting and lunchrooms lined with tile.

## SCHOOLS

Ark., Vilonia.—Dist. No. 37, Faulkner Co., let contract to T. A. Graham, Vilonia, to erect school annex; 40x90 ft.; frame; shingle roof; wood floors; heaters; cost \$2500; construction begins July 1. Address Dr. Jos. H. Downs, Secy. School Board. (Lately noted.)

Ga., Bloomingdale.—Board of Public Education for City of Savannah and Chatham County, let contract to Henry Eason, Thunderbolt, Ga., to erect school building; 2 rooms; frame; slate surfaced shingle roof; concrete floors throughout; cost \$5000; 1-pipe steam heating system, \$1000, and \$300 pumping outfit; equipped with Sanisep sewerage system, electric wiring, drinking fountain and cement blackboards; Levy & Clarke Archts., Liberty Bank & Trust Bldg., Savannah. (Lately noted.)

N. C., Charlotte.—School Board, Plummer Stewart, Chrmn., let following contracts: B. L. Goode to erect grammar school in Third Ward, 8 rooms, brick; Thies-Smith Co., to erect school in First Ward, 8 rooms, frame; J. D. Ford, to erect 2-room additions to Fourth Ward and Dilworth schools; all contractors of Charlotte; total cost about \$50,000; J. F. Leitner, Archt., Atlanta. (Lately noted.)

Okla., Chandler.—Board of Education let contract to Kreipke-Schafer Construction Co., El Reno, Okla., to erect school; 1 story; 114x162 ft.; brick and stone; tar and gravel roof; wood floors; steam heat; cost \$54,000, including heating, plumbing and electric work; H. O. Valeur & Co., Archts., 705 Phoenix Bldg., Muskogee, Okla. (Lately noted.)

Okla., Norman.—University of Oklahoma let contract to erect \$75,000 library building and \$100,000 geology building. (Lately noted.)

Tenn., Knoxville.—Board of Commrs. let contract at \$16,000 to J. M. Dunn, Knoxville, to erect addition to Oakwood School; let contract for plumbing at \$3277 to J. Wetherd, Knoxville, and for electrical work at \$175 to Knoxville Electric Co.; L. C. Waters, Archt., 613 Prince St., Knoxville. (Lately noted.)

Tex., Bellville.—Bellville Ind. School Dist. let contract to Russell Brown Co., Houston, to erect school; 2 stories and basement;

brick; tar and gravel roof; wood floors; cost \$33,490; Alfred C. Finn, Archt., Houston; Max Bader, Secy. School Board, Bellville. (Lately noted.)

W. Va., Moundsville.—Board of Education let contract to Hammond Heating Co., Cincinnati, O., for installing mechanical warm-air system of heating and ventilation in previously noted graded school for which R. R. Kitchen Co., Wheeling, W. Va., has general contract, and Steam Electric Engineer Co., contract for plumbing and wiring; Chas. W. Bates, Archt., Wheeling. (See Machinery Wanted—Anemometer.)

## STORES

La., Alexandria.—Dr. W. D. Haas let contract to R. L. Roland to erect 2-story building and 1-story structure over Fargo Express Co.'s building at 4th and Johnston Sts.; 53x80 ft.; pressed brick; glass front; prism lights; lower floor of 2-story structure to be occupied by W. D. Haas & Co.; upper floor and space over Fargo Express Co.'s building for offices.

## WAREHOUSES

Md., Baltimore.—Mt. Vernon-Woodberry Mills, Inc., let contract to Cogswell-Koether Co., 406 Park Ave., Baltimore, to erect storage warehouse at Woodberry; 4 stories; reinforced concrete; slag roof; reinforced concrete floors; cost \$60,000; Jos. Evans Sperry, Archt., 400 Calvert Bldg., Baltimore. (Lately noted.)

N. C., Kinston.—Farmers' Tobacco Warehouse Co. let contract to Blalock Bros., Kinston, to erect sales warehouse for leaf tobacco; 290x150 ft.; brick; tin roof; gum floors; cost \$50,000; R. L. Blalock, Archt., Kinston. (Lately noted.)

N. C., Lumberton.—Robeson Warehouse Co., Inc., has plans by and let contract to S. A. Branch, Lumberton, to erect tobacco warehouse; 108x216 ft.; 1 story; brick walls; composition roof; 2-in. factory plank pine floors; city lighting; cost \$10,000; materials purchased.

Va., Norfolk.—B. & D. L. Margollus have plans by J. Tevas, 1023 Highland Ave., Norfolk, for warehouse; 300x120 ft.; brick; ordinary construction; gravel roof; concrete floors; cost \$3000; all contracts let.

Va., Norfolk.—Porter Bros., Spokane, Wash., general contractors to erect warehouses, barracks, etc. at Bush Bluffs, let contract to Robert G. Lassiter & Co., 327 Arcade Bldg., Norfolk, and home office, First Natl. Bank Bldg., Oxford, N. C., for road work, grading, concrete flooring in and between warehouses, etc.; A. O. Leach, Supvr. Engr., Withers Bldg., Norfolk. (See Government and State.)

Va., Portsmouth.—Imperial Tobacco Co., Inc., let contract to erect warehouse; 180x500 feet.

## MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery or supplies of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery or supplies needed we will make their wants known free of cost, and in this way secure the attention of manufacturers and dealers throughout the country. The Manufacturers Record has received during the week the following particulars as to machinery and supplies wanted.

## "WANTS"

Anemometer.—Hammond Heating Co., Cincinnati, O.—Anemometer, about 4-in. size.

Barrel and Keg Machinery.—H. L. Simmons, care Oakwood Farm, Coveseville, Va. Addresses of manufacturers of machinery for making veneer barrels and kegs.

Barrel Machinery.—See Crozing Machine, etc.—Tarpon Lumber & Supply Co.

Barrels (Steel; Oil or Gasoline).—Hico Ice & Cold Storage Co., Hico, Tex.—Prices on 125 new or used 55-gal. steel oil or gasoline barrels; prefer used barrels, in fair condition.

Bolt Machine (Heading; Threading).—Guyan Machine Shops, Logan, W. Va.—Prices on bolt heading machine and bolt threading machine.

Blowers.—Daniel & Staton, Williamston, N. C.—Prices on blowers. (See Planing Mill Equipment.)

Boiler.—Thornhill Wagon Co., Lynchburg, Va.—100 H. P. horizontal boiler; good condition.

Boiler.—See Box Shook Machinery.—San-

tee Mfg. Co., M. B. Cross, Mgr., Eutawville, S. C.—Prices on 50 to 75 H. P. firebox boiler. (See Box Shook Machinery.)

Boiler.—See Skidder, etc.—Roberts & Co. Bolt and Nut Machines.—See Machine Shop Equipment.—Houston Pump & Supply Co.

Boilers and Heaters.—Bureau of Yards and Docks, Navy Dept., Washington, D. C. Bids until May 6 for boilers and superheaters at Washington and Boston; Specification No. 2931; estimated cost \$66,000 to \$79,000 respectively; for further information address Ch. of Bureau.

Box Shook Machinery.—Santee Mfg. Co., M. B. Cross, Mgr., Eutawville, S. C.—Prices on 50 to 75 H. P. fire box boiler, complete with stack, guys, grates, water-columns, steam gauge and injector; 40 to 50 H. P. center crank, steam engine, with governor; double surface, 28 or 30-in. to dress stock as short as 15 in., with sectional or divided in-feed roll; 4 box shook rip saw tables, with arbors, pulleys and saws; combination set box shook cut-off and rip, with arbors, pulleys and saws; 3 or 4-saw self-

feeding or hopper feed, box shook equalizer (1 saw with feed chain stationary balance of chains and saws movable, or all may be movable); hopper feed horizontal resaw, for installation, Ferguson, S. C.

**Bricks.**—See Iron and Steel Products, etc. R. D. Arnalaz.

**Bridge Construction.**—Tulsa County Commrs., Courthouse, Tulsa, Okla.—Bids until May 6 to construct bridge over Hominy Creek on Section D of State Highway; State Aid Project No. 1; plans approved for 2 types of structures—4-arch span reinforced concrete bridge consisting of 55-ft. arch, 50-ft. arch, 80-ft. arch and 45-ft. arch, or 260-ft. steel trussed bridge consisting of 100-ft. span and 160-ft. span; bids received on each type; Lewis Cline, County Clerk.

**Bridge Construction.**—Kanawha County Court, M. P. Malcolm, Prest., Charleston, W. Va., and Lincoln County Court, L. B. Hill, Prest., Hamlin, W. Va.—Bids until May 20 to construct steel highway bridge over Coal River near and below Alum Creek; plans and specifications on file with County Clerk of each county and with State Road Dept., Morgantown, W. Va.; bids received on plans prepared by State Road Comn., and bidders may submit bids on plans furnished by bidder subject to approvals of State Highway Comn.

**Cable (Lead).**—L. C. care Manufacturers Record, Baltimore, Md.—400 ft. lead cable, containing 2 500,000 circular mills and 1 250,000 or its equivalent; good condition; state price.

**Cans (Fiber).**—Box 512, Columbus, Miss.—Prices on 300 or more 12-in.x36-in. new or second-hand fiber roving cans for cotton mill use.

**Canning Machinery.**—H. D. Bowers, Naranja, Fla.—Addresses of manufacturers of canning machinery and supplies.

**Canning Machinery.**—Dix Kraut & Canning Co., Chas. J. Brower, Mgr., Crockett, Va.—Prices on machinery for general canning of kraut, apples, pumpkins, tomatoes, etc.

**Cartons (Folding).**—Carolina Specialty Co., 1512 Sumter St., Columbia, S. C.—Prices on folding boxes for packing 100 ice-cream cones, 10 of which boxes will be packed in corrugated mailing case; desires prompt shipment of 5000 to 10,000 boxes (folding cartons) 6½ in. x 6½ in. x 12 in., with lock on both ends of 6½-in. dimensions; plain or printed; 1 or 2 colors.

**Cars (Dump).**—"France," Box 68, North Baltimore, O.—Prices on end and side dump cars.

**Cement.**—See Iron and Steel Products, etc.—R. D. Arnalaz.

**Cornstarch.**—Carolina Specialty Co., 1512 Sumter St., Columbia, S. C.—Prices on edible cornstarch; prompt shipments to Columbia in less than carload lots.

**Crozing Machine, etc.**—Tarpon Lumber & Supply Co., Tarpon Springs, Fla.—Prices on second-hand crozing machine and head rounder; good condition.

**Crane (Electric).**—Bureau of Yards and Docks, Navy Dept., Washington, D. C.—Bids until May 6 for electric traveling crane in structural shop at Norfolk, Va.; estimated cost, \$8500; for further information address Ch. of Bureau.

**Cranes (Locomotive).**—"France," Box 68, North Baltimore, O.—Prices on locomotive cranes.

**Cupolas.**—See Foundry Equipment—"France," Box 68, North Baltimore, O.

**Desks (School).**—Trustees of Myrick Consolidated School Dist., Dr. D. R. Hunt, Secy., Laurel, Miss.—100 desks and 4 or 5 tables or desks for classrooms. (See School Equipment.)

**Drainage.**—Jackson County Drainage Dist. No. 2, Jefferson, Ga.—Bids until May 3 for excavating drainage canals; ditch 21 mi. long, with 845,610 cu. yds. excavation, on Oconee river and tributaries; floating dredge work; completion by Jan. 20, 1920; check for \$1000 to accompany bid; P. J. Roberts, Chmn. of Comsn., Pendergrass, Ga.; J. S. Ayers, Atty., Jefferson; information obtainable from Will D. Alexander, Engr., 412 N. Graham St., Charlotte, N. C.

**Drainage System.**—Maple Slough Joint Drainage Dist. (Drainage Dist. No. 32 of Mississippi County) and Drainage Dist. No. 31 of New Madrid County, L. T. Berthe, Dist. Engr., Courthouse, Charleston, Mo.—Bids until May 7 to construct 34½ mi. ditches, ¼ mi. being scraper work and remainder floating dredge work; 2½ mi. of dredge work is cleanup of existing ditches and remainder new work. Contracts with Dist. No. 32 include: Main ditch, 350,652 cu. yds. excavation and 274.57 acres clearing; Lateral Ditch No. 1, 3300 cu. yds.

scraper excavation, 11,222 cu. yds. dredge excavation and 11.12 acres clearing; Lateral Ditch No. 3, 202,100 cu. yds. excavation and 158.53 acres clearing; total, 567,283 cu. yds. excavation and 444.22 acres clearing. Contracts with Dist. No. 31: Main ditch 289,885 cu. yds. excavation and 159.30 acres clearing; Lateral Ditch No. 4, 17,960 cu. yds. excavation and 10.16 acres clearing; total, 307,875 cu. yds. excavation and 160.46 acres clearing; total work by both districts, 875,158 cu. yds. excavation and 613.68 acres clearing; dredging and clearing contracts to be let separately or as whole; unit prices bid must be same for work of both districts; plans, specifications and estimates on file with B. B. Guthrie, Mississippi County Clerk, Charleston; additional information from L. T. Berthe, Engr., Charleston.

**Dynamite, etc.**—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Bids until May 20 to furnish dynamite, steel cable, cornice brake, anchors, turnbuckles, bolts, screws, hinges, copper tubing, hose clamps, manila rope, vulcanizing material, boiler lagging, pipe covering, daubers, coal baskets, twine, wooden handles, memorandum books, blueprint paper, rosin-sized paper, and roll asbestos paper; blanks, etc., relating to circular (No. 1217) obtainable at this office or offices Asst. Purchasing Agents, 24 State St., New York; 606 Common St., New Orleans, and Fort Mason, San Francisco; also from United States Engr. offices in principal cities throughout United States.

**Drykiln.**—John R. Corr, Montgomery, Ala.—Prices on second-hand drykiln, 15,000 to 20,000 ft. daily capacity.

**Electrical Supplies.**—Armando Morando M., Engr., Casilla 3123, Santiago de Chile. To represent manufacturers of electrical supplies; machinists' tools; agricultural implements; firearms and ammunition; leather products; bicycles; pumps; shoes; wagons; belting; cutlery; silver table ware; iron ware; cloth; lamps; lumber; building material and machinery; hardware; steam boilers; furniture for homes and offices; paper; writing materials; paints; varnish; chemicals; watches and clocks; iron tubing; automobiles; printing presses and supplies.

**Engine.**—Saml. T. Williams, Contracting Engr., 223 N. Calvert St., Baltimore, Md.—250 to 300 H. P. Corliss or equal type engine; first-class order.

**Engine (Oil).**—Kilgore Mining Co., I. Kilgore, Prest., Ponca, Ark.—Prices on oil engine.

**Engine (Steam).**—Santee Mfg. Co., M. B. Cross, Mgr., Eutawville, S. C.—Prices on 40 to 50 H. P. center crank steam engine, with governor. (See Box Shook Machinery.)

**Engine (Side Crank).**—The Craig Co., Wilmington, N. C.—Prices on 50 to 60 H. P. side crank engine. (See Woodworking Machinery.)

**Engine (Steam and Gas).**—"France," Box 68, North Baltimore, O.—Prices on steam and gas engines.

**Excavation.**—Collinsville Coal Co., Tulsp, Okla.—Contract 2 or 3 years' excavation for dragline scraper, 2½-yd. bucket; good price paid for excavation machine; can be unloaded at the work.

**Excelsior Machinery.**—Cotton Belt Mfg. Co., Rocky Mount, N. C.—Data and prices on excelsior machine, capacity 1000 lbs. daily.

**Foundry Equipment.**—"France," Box 68, North Baltimore, O.—Prices on cupolas and foundry equipment.

**Garage Equipment.**—Graham Garage, Geo. T. Jacobs, Mgr., Box 23, Graham, Va.—Prices on small compressors, drill press, lathe and motor generating sets for charging battery.

**Generating Sets.**—See Garage Equipment, Graham Garage.

**Glass (Window).**—Klaritoid Mfg. Co., Chas. Hetzel, Mgr., 214 Dolman St., St. Louis, Mo.—Prices on several thousand sheets double-strength window glass, 21x25 inches.

**Graders.**—See Mixers (Concrete), etc.—Dawkins Construction Corp.

**Grain Registers.**—C. M. Brannan, Greenville, Tenn.—Names and addresses of manufacturers of grain registers.

**Grease (Scouring).**—Chas. R. Fife Co., 1411 Central Natl. Bank Bldg., St. Louis, Mo.; wool scouring grease waste; mention quantity, price and analysis.

**Handle Machinery.**—O. L. Shook, Keyville, Va.—Prices on machinery to manufacture handles for axes, hammers, picks, etc.; also sander.

**Handles (Wood).**—J. E. Dillard, Government Inspector, Tampa, Fla.—Names and addresses of manufacturers of wooden handles; immediate shipment to United States Shipping Board.

**Hardware.**—See Roofing Paper, Etc.—Panama Canal.

**Heating Plant.**—J. F. Cleveland, Spartanburg, S. C.—Bids until May 6 to install central heating plant for South Carolina School for Deaf and Blind, Cedar Springs, S. C.; drawings and specifications on file with Edwards & Sayward, Architects, 609 Chamber of Commerce Bldg., Atlanta, Ga.

**Hoops (Coiled Elm).**—J. D. Blackard Stave & Cooperage Co., Stuart, Va.—Prices on 1 car No. 1 coiled elm hoops, 5½ and 6 feet.

**Iron Arcs.**—See Staves.—Cruz, Pereira & Guedes.

**Iron and Steel Products, etc.**—R. D. Arnalaz, Cardenas, Cuba.—To represent manufacturers of: Iron and steel products; hardware; carpenters' supplies; tools for mechanics; wood products; enameled-ware; paints for use on metals; tools for outdoor work; cements; refractory bricks; axle grease; mineral oil; coal; preserves; foods.

**Kraut Machinery.**—Dix Kraut & Canning Co., Chas. J. Brower, Mgr., Crockett, Va.—Prices on kraut machinery. — See Canning Machinery.

**Lathe.**—See Garage Equipment.—Graham Garage.

**Lath Machinery.**—See Woodworking Machinery.—The Craig Co.

**Locomotives.**—"France," Box 68, North Baltimore, O.—Prices on standard and narrow gauge locomotives.

**Lumber Trimmer.**—See Woodworking Machinery.—The Craig Co.

**Machine Shop Equipment.**—Houston Pump & Supply Co., R. A. Wilson, Mgr., 205 Texas Co. Bldg., Houston, Tex.—Prices on lathes, drill press, shaper, milling machine, cold saws, boring mill, bolt and nut machines.

**Machine Tools.**—Navy Dept., Bureau Supplies and Accounts, No. 620, Washington, D. C.—Open bids Apr. 30 on following. Sch. 1780, delivery Portsmouth, N. H.: 4 heavy pattern, back geared, upright drills; double, wet, emery grinder; 6 engine lathes, 16 in. by 6 ft.; 6 engine lathes, 18 in. by 8 ft.; 3 turntable lathes; turret, hexagon, hollow, universal lathes; 4 geared friction head universal lathes.

**Mill Picks.**—W. H. Shindler, Hempstead, Tex.—To correspond with manufacturers of mill picks.

**Mixers (Concrete), etc.**—Dawkins Construction Corp., 602 Paul-Gale-Greenwood Bldg., Norfolk, Va.—Prices on several concrete mixers, Keystone graders or small Thew shovel. Give location, condition, size and shop number.

**Motors (Electric).**—Guyan Machine Shops, Logan, W. Va.—Prices on 15 H. P. or 20 H. P., 3 phase, 60 cycle, 220 volt, about 1200 R. P. M., A. C. motors.

**Oil Mill (Cocconut) Machinery.**—E. E. Dickerson, 1628 W. 7th St., Ft. Worth, Tex. Prices on complete equipment for 5-press, 50-ton cocconut oil mill to be established at Seattle, Wash.; new or second-hand machinery; has buildings.

**Paints.**—See Iron and Steel Products, etc. R. D. Arnalaz.

**Pipe.**—"France," Box 68, North Baltimore, O.—Prices on second-hand pipe.

**Planer (Heading).**—J. D. Blackard Stave & Cooperage Co., Stuart, Va.—Prices on good second-hand heading planer.

**Pipe (Steam).**—See Woodworking Machinery.—The Craig Co.

**Piping (Oil Well).**—Triumph Oil & Development Co., Box 215, Chickasha, Okla.—Prices on oil well casing.

**Planing Mill Equipment.**—Daniel & Staton, Williamston, N. C.—Prices on planing mill equipment including moulders, double surfacers, resaws, blowers, etc.; new or slightly used.

**Power Plant.**—Bureau of Yards and Docks, Navy Dept., Washington, D. C.—Bids until May 13 for power plant improvements, under Specification No. 2905; cost \$3500; for further information address Ch. of Bureau.

**Presses (Baling; Straw).**—Purify Feed Mills, Crowley, La.—Data and prices on presses for rice straw.

**Pump.**—Kilgore Mining Co., I. Kilgore, Prest., Ponca, Ark.—Prices on pump.

**Rail.**—"France," Box 68, North Baltimore, O.—Prices on relaying rail.

**Rails.**—Kilgore Mining Co., I. Kilgore, Prest., Ponca, Ark.—Prices on rails.

**Rails.**—Roberts & Co., Wilmington, N. C. Prices on about 1 mi. light rail. (See Skidder, etc.)

**Ranges (Oil Burning).**—See Roofing Paper, etc.—Panama Canal.

**Road Construction.**—City of Abbeville, La., W. S. Hayes, Mayor.—Open bids May 6 on 1.3 mi. gravel streets, with concrete curbs and gutters; Foote La Porte, Engrs., Abbeville.

**Road Construction.**—Lauderdale County Commrs., Florence, Ala.—Bids until May 22 to grade, drain and surface with chert portion of Florence and Huntsville Road, being part of State Trunk Road No. 24, between Florence and Rogersville; 4 acres clearing and grubbing; 25,414 cu. yds. common excavation, 357.5 lin. ft. vitrified-pipe culverts, 259 cu. yds. concrete, 7040 cu. yds. chert surfacing and 76 concrete right-of-way markers; plans and specifications on file with State Highway Dept., Montgomery, and with Judge of Probate, Courthouse, Florence; additional information from W. S. Keller, State Highway Engr., Montgomery; also, until same date, to grade, drain and surface with chert 1½ mi. additional of Florence and Huntsville Road; information from M. S. Bingham, County Engr., Florence.

**Road Construction.**—Okibbeha County, Supvrs.' Dist. No. 2, J. R. Long, Chancery Clk., Starkville, Miss.—Bids until Apr. 30 for construction of highways; \$40,000 available; plans and specifications on file office of Chancery Clerk and obtainable from E. C. Thomas, Dist. Engr., Nash Bldg., or P. O. Box 222, Starkville.

**Road Construction.**—City of Florence, Ala., R. E. Meade, City Engr.—Bids until May 7 on paving, curbing, sidewalks and grading on Court and Water Sts.; blanks obtainable from City Engr.

**Road Construction.**—Tuscaloosa County Board of Revenue, Tuscaloosa, Ala.—Bids until May 21 to construct portion of Tuscaloosa and Birmingham Road, same being part of State Trunk Road No. 2 between Tuscaloosa and Birmingham; length, 6.02 mi.; 29,000 cu. yds. earth excavation; 13,000 cu. yds. gravel, 1 mi. haul; 120 cu. yds. concrete; 9000 lbs. steel; 350 lin. ft. vitrified pipe; plans and specifications on file with State Highway Dept., Montgomery, and with Secy. Board of Revenue, Courthouse, Tuscaloosa; additional information from W. S. Keller, State Highway Engr., Montgomery.

**Road Rollers.**—"France," Box 68, North Baltimore, O.—Prices on road rollers.

**Roofing Paper, etc.**—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Bids until May 10 to furnish roofing paper, dynamite, oil burning ranges and equipment, mule shoes, nuts, cotters, washers, door hardware, screw eyes, rasps, nozzles, tacks, wire brushes, paint pots, oil cans, sprinkling cans, oil and grease guns, ignition cable, shackles, sinks, saddle covers, celluloid or flexible glass, asbestos cloth and gaskets, leather belting, chair seats, harness soap, tie plugs and dynamite blanks, etc., relating to circular (No. 1216) obtainable at this office or offices Assistant Purchasing Agents, 24 State St., New York; 606 Common St., New Orleans, and Fort Mason, San Francisco; also from United States Engr. offices in principal cities throughout United States.

**Safe.**—Farmers & Mechanics National Bank, Martin Lindsey and others, Mobile, Ala.—Prices on screw door safe with time lock.

**Sander Machine.**—See Handle Machinery, O. L. Shook.

**Saw.**—R. C. Meadows Mill Mfg. Co., Pores Knob, N. C.—Second-hand steel-frame hand saw, 36-in. wheel or up to carry ¼ to 1-in. saw.

**School Equipment.**—Trustees of Myrick Consolidated School, Dr. D. R. Hunt, Secy., Laurel, Miss.—100 desks for classrooms and seats for auditorium 54x60 ft.; also 4 or 5 tables or desks for classrooms.

**Seating.**—Trustees of Myrick Consolidated School Dist., Dr. D. R. Hunt, Secy., Laurel, Miss.—Seats for school auditorium 54x60 ft. (See School Equipment.)

**Sea Wall Construction.**—Bureau of Yards and Docks, Navy Dept., Washington, D. C. Bids until May 6 to construct sea wall at Washington Navy Yard under Specification No. 2789; for further information address Ch. of Bureau.

**Sewer Construction.**—Board Improvement Sewer Dist. No. 2, W. F. Blocker, Secy., Fort Smith, Ark.—Bids until May 15 to construct 8300 ft. sewer laterals, 15 manholes and 5 lampholes; plans and specifications at office of W. H. Evans, City Engr.

[Continued on page 97.]



# Surely Sober Second Thought Will Prevent Any Such Blunder

*In an interview given on the occasion of the former effort to increase radically the postal rate on the advertising sections of magazines, Woodrow Wilson, then Governor of New Jersey, was quoted as follows:*

"It must be that those who are proposing this change of rates [magazine postal rate increase] do not comprehend the effect it would have. A tax upon the business of the more widely circulated magazines and periodicals would be a tax upon their means of living and performing their functions.

"They obtain their circulation by their direct appeal to the popular thought. Their circulation attracts advertisers. Their advertisements enable them to pay their writers and to enlarge their enterprise and influence.

"This proposed new postal rate would be a direct tax, and a very serious one, upon the formation and expression of opinion—its more deliberate formation and expression just at a time when opinion is concerning itself actively and effectively with the deepest problems of our politics and our social life.

"To make such a change now, whatever its intentions in the minds of those who propose it, would be to attack and embarrass the free processes of opinion.

"Surely sober second thought will prevent any such mischievous blunder."

When the British in 1774 desired to curb the growing spirit of independence among our forefathers, they raised the postal rates on the newspapers and periodicals of that day to a prohibitive cost.

Now, one hundred and forty-two years later, a Congress of the United States raised postage rates on newspapers and periodicals by increases of from 50 to 900 per cent.! The logic of high cost is inevitable—reading will be decreased. The economic law that huge cost means decreased consumption is quite inevitable whether it is put in action by autocratic royalty or by the hasty thoughtlessness of our republic.

This restriction by huge postal increases on such reading matter is made at a time when this country is passing through the greatest crisis in its history; when the widest possible reading is to be desired for information as to the great problems we are dealing with; and when every stimulus to patriotism and self-sacrifice is vital to our idealism.

And yet in such a time and under such circumstances Congress passed a law that will limit, through huge postal increases, the circulation of periodicals and periodical reading by tens of thousands of readers.

It was not a war tax. For Congressman Claude Kitchin, Chairman of the Ways and Means Committee, who is its champion, stated "the provision increasing the rates on second-class" (magazines and periodicals) "mail matter proposed is not in the nature of a tax." And, continuing, he added: "We propose for this provision to continue after the war terminates." It is, therefore, admittedly postal legislation—and yet postal legislation that never emanated from the Postal Committee of Congress or was passed upon by it!

It was not a war tax. Even though it was imbedded as a "rider" in the War Revenue Act by the House of Representatives and the country compelled to take the rider or see the vital War Revenue Act held up—after the United States Senate had twice rejected it—and in that same session after full hearings and discussion were refused by the Ways and Means Committee.

As to a war tax necessity: the periodical publishers offered the entire profits of their business during the war as tax revenue to Congress in place of this destructive legislation that means destruction of reading as well as of publishing.

This 50 to 900 per cent. postage increase on the periodical reading matter of the nation was accomplished by enacting a postage "zone" system, whereby readers remote from the city of publication are penalized by increasing heavy postage charges according to the extent of the remoteness of their home. This "zone" postal system and principle was abolished by President Abraham Lincoln in 1863. And since that date postal commissions investigating postal affairs have denounced such a "zone" system as has now been imposed.

This is the law—the most disastrous and destructive law ever passed in the history of postal legislation! Huge postage increases will destroy reading and the opportunities for periodical reading today just as certainly as it did in 1774, when the old royal and despotic authority deliberately raised postage rates for the purpose of destroying reading matter and its accessibility.

The proponents of this destructive postal legislation have claimed that there was a postal deficit. The United States Post-office Department showed that the revenues exceeded all expenses last year by \$9,836,211.90 (Report of Postmaster-General).

The proponents of this disastrous postal law claim that the Post-office loses eighty millions of dollars a year in the magazine postal service to the readers of this nation. The Postmaster-General's report for last year shows that the "total shipments of periodicals by freight" during the year 1917 consisted of 4367 carloads weighing 127,298,781 pounds at a cost of \$686,608.75—or a shade over one-half cent a pound! They receive one cent a pound. And Canada sends all periodicals from anywhere to anywhere in Canada at one-quarter of a cent a pound. Why should readers of this nation be given less progressive legislation than Canada?

The guesswork "cost" figures advanced by the proponents of this disastrous law were shattered by Congressman Steenerson of Minnesota in Congress, when he showed that if such "cost" figures were correct that the Government must have spent \$590,500,000 for periodical mail when, as a matter of fact, the Department spent only \$306,000,000!

The words of Woodrow Wilson are noteworthy. They might have been written yesterday, so apt is the description and so pointed and stinging is his indictment of the dull folly and destructiveness of this postal legislation.

"Surely sober second thought will prevent any such mischievous blunder."

Will you help to repeal this unjust and disastrous law?

Write to your Congressman at once. If you don't know who your Congressman is, ask at your postoffice.

Bring these facts to the attention of your church, your society or the organization to which you belong; adopt resolutions demanding the repeal of this destructive law. Send a copy to me.

Hundreds of associations—business organizations and women's clubs—have adopted resolutions denouncing this destructive postal law. **Be one of them!**

Discuss it with a friend now and then—and if you will help—enroll and send your name, address and State to Charles Johnson Post, 200 Fifth Avenue, New York City.

Capital and Surplus  
\$4,000,000



Total Resources  
\$38,000,000

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Liberal Accommodations to Manufacturing Corporations

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FIRST NATIONAL BANK  
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**The National Exchange Bank  
OF BALTIMORE, MD.**  
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Capital \$1,500,000.  
March 30, 1915, Surplus and Profits, \$850,000.00  
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WALDO NEWCOMER, President.  
SUMMERFIELD BALDWIN, Vice-Pres.  
CLINTON G. MORGAN, Cashier.  
JOSEPH W. LEFFLER, Asst. Cashier.  
WILLIAM R. WEBB, Asst. Cashier.  
Accounts of Mercantile Firms, Corporations, Banks, Bankers and Individuals Invited.

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Capital \$1,000,000  
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BANKING BUSINESS**  
Correspondence and Interviews  
Invited

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CAPITAL \$500,000.00  
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of Manufacturers before Government Depart-  
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REFERENCES FURNISHED

## FINANCIAL NEWS

### FINANCIAL CORPORATIONS

Ala., Holly Springs.—First State Bank, to  
succeed First National Bank, applied for  
charter; capital \$50,000. Organizers: R. L.  
Tucker, W. H. Fan and J. C. Tucker.

Ala., Mobile.—Farmers & Mechanics' Na-  
tional Bank applied for charter; capital

\$200,000; surplus \$20,000. Petitioners:  
Martin Lindsey, J. C. Van Antwerp, Wm.  
D. Martin, John H. Jones and Michael J.  
McDermott. Business is to begin as soon  
as charter is obtained.

Ala., Tusculum.—First National Bank,  
conversion of the Colbert County Bank, ap-  
plied for charter; capital \$50,000.

Ark., Hartford.—First National Bank,  
conversion of the Bank of Hartford, applied  
for charter; capital \$25,000.

Md., Baltimore.—German-American Fire  
Insurance Co. of Baltimore City has changed  
name to The Baltimore American Insurance  
Company.

Okla., Forgan.—First National Bank ap-  
plied for charter; capital \$25,000.

Okla., Oklahoma City.—Industrial Loan &  
Investment Co., chartered; capital \$200,000.  
Inceptors: Ollie Wilson, F. E. Anderson,  
Elmer Trueblood.

S. C., Columbia.—City Investing Co., cap-  
ital \$20,000, inceptd.; Jno. J. Seibels, Pres.;  
Edwin G. Seibels, V.-P.; Walter E. McNulty,  
Secy.-Treas.

S. C., Dumbarton.—Farmers & Merchants'  
Bank, commissioned; capital \$20,000. Peti-  
tioners: B. F. Owens, B. F. Anderson and  
E. D. Dicks.

Va., Manassas.—W. N. Lipscomb Insur-  
ance Agency, Inc.; capital \$10,000. Mary  
D. Lipscomb, Pres.; Viola Davis, Secy.

### NEW SECURITIES

Fla., Bradentown.—(Bridge, Road).—Man-  
atee County voted \$115,000 bonds. Address  
Chrm. Board of County Commrs.

Fla., Miami.—(Sewer, Street, Bridge, etc.).  
Special election probably sometime between  
June 1 and 15 to vote on \$65,000 sanitary  
sewer, \$40,000 street, \$10,000 bridge and \$30-  
000 harbor and terminal improvement bonds.  
Nothing definite as yet. C. H. Roeder, City  
Auditor.

Fla., Pensacola.—(Street).—\$6000 Special  
Improvement bonds will be issued and given  
the Contractor, John Gerkens, as part pay-  
ment for paving streets. L. F. Heinberg,  
City Clk.

Fla., Tavares.—(School).—Lisbon Special  
School Tax Dist., Lake County, votes May  
8 on \$2500 of 6 per cent. 20-year bonds;  
dated July 1, 1918. L. M. Johnson, Chrmn.  
and Wm. T. Kennedy, Supt. County Board  
Public Instruction.

Fla., Titusville.—(School).—Melbourne  
School Dist., Brevard County, votes May 6  
on \$75,000 bonds. Address County Supt. of  
Public Instruction.

Fla., West Palm Beach.—(School).—Boca-  
ratone School Dist., Palm Beach County, will  
sell at par to another district, same county,  
\$10,000 of 6 per cent. 1-35-year \$100 deno-  
mination bonds voted last December. J. B.  
McDonald, c/o County Board Public In-  
struction.

Ga., Commerce.—(Light).—City contem-  
plates issuing \$13,000 bonds. Address The  
Mayor.

Ga., Reidsville.—(Light).—\$10,000 of elec-  
tric-light plant bonds are voted. Address  
The Mayor.

Ga., Rome.—(Jail).—Comms. of Floyd  
County will probably order election to vote  
on bonds for jail; estimated cost \$40,000.

La., Amite.—(Road).—Tangipahoa Parish  
voted \$100,000 bonds. Address Police Jury.

La., Donaldsonville.—(School).—\$700 School  
Dist. No. 3, Ascension Parish, bonds for  
improvements to Oak Grove Agricultural  
High School, are voted. Address School  
Board.

La., Gueydan.—(Water, Light, etc.).—\$20-  
000 water-works, \$15,000 electric-light sys-  
tem and \$10,000 ice factory bonds are voted.  
Address The Mayor.

Miss., Rosedale.—(School).—The following  
Dist. in Bolivar County have voted bonds:

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when you have any Road, School  
or Drainage Bonds to sell.

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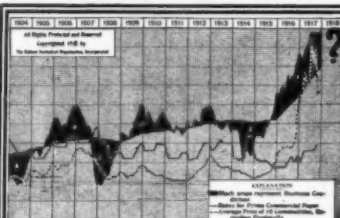


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BALTIMORE, MD.



Pace Consolidated School, \$35,000; Strayhorn Consolidated School, \$29,000. Address School Board.

N. C., Asheville—(Refunding).—City Commrs. have authorized issue of \$99,000 bonds.

N. C., Shelby—(Road).—Township No. 9, Cleveland County, voted \$75,000 of 50-year bonds; interest not exceeding 6 per cent. Address County Commrs.

Okla., Mangum—(Fire Dept.).—City voted \$10,000 bonds for auto fire truck and other fire prevention improvements. Address The Mayor.

Okla., Okmulgee—(Fire Dept.).—April 9 city defeated \$100,000 bonds. R. H. Jenness, Commr. of Finance. (Lately noted.)

S. C., Edisto Island.—Township Commrs., J. G. Murray, Chmn., receives bids until Apr. 30 for \$7000 10-year 5 per cent. bonds; dated Mch. 1, 1918; interest payable semi-annually; no bid at less than par and accrued interest.

Tenn., Dyersburg—(Floating Indebtedness).—\$25,000 of not exceeding 6 per cent. \$1000 denomination bonds are voted; maturity probably 10 years. They will be offered for sale some time in May. L. E. Carne is Mayor.

Tex., Austin.—Bonds approved by Attorney-General: \$4000 of 5 per cent. Series C, Galveston, refunding; \$20,000 of 20-year Dist. 2, \$50,000, serial, Dist. 8, \$20,000 of 20-year Dist. 4, \$75,000, serial, Dist. 6, Freestone County road, 5 per cent; \$2500 of 5 per cent. 50-year Jones County common school Dist. 3.

Tex., Centerville—(Road).—Centerville Road Dist., Leon County, voted \$30,000 of bonds. Address County Commrs.

Tex., Corsicana—(Water).—Bids received until April 26 for \$400,000 5 per cent. 40-year bonds. J. A. Harper, City Secy.

Tex., Corpus Christi—(Notes).—City voted April 17 to issue \$75,000 of 6 per cent. notes, maturing \$7500 each year for 10 years; money to be used to build large settling basin, etc. Notes now for sale. Roy Miller, Mayor.

Tex., Tulla—(County Warrants).—Swisher County sold to J. L. Arlitt, Austin, Tex., \$15,000 of 6 per cent. jail construction warrants, dated Mch. 11, 1918; maturing serially 1919 to 1923, inclusive.

Va., Portsmouth—(School).—\$150,000 of 5 per cent. 30-year \$1000 denomination bonds purchased at 95.56 by R. M. Grant & Co., New York City.

#### FINANCIAL NOTES

First State Bank, Coahoma, Tex., capital increased from \$10,000 to \$15,000.

First State Bank, Harwood, Tex., capital increased from \$10,000 to \$12,500.

Guaranty State Bank, Wells, Tex., capital increased from \$10,000 to \$20,000.

Conroe State Bank, Conroe, Tex., capital increased from \$25,000 to \$30,000.

Columbia State Bank, Columbia, Tex., capital increased from \$10,000 to \$15,000.

Huntington State Bank, Huntington, Tex., capital increased from \$10,000 to \$12,500.

Lockney State Bank, Lockney, Tex., capital increased from \$20,000 to \$25,000.

Spring State Bank, Spring, Tex., capital increased from \$10,000 to \$12,500.

Heidenheimer State Bank, Heidenheimer, Tex., capital increased from \$10,000 to \$12,500.

Chambers County State Bank, Anahuac, Tex., capital increased from \$15,000 to \$20,000.

The Irving National Bank, New York, entered into a close reciprocal agreement with Cox & Co. (France), Ltd., bankers, Paris, whereby each institution will act as the principal representative and correspondent of the other in its respective country. Thus members of the American Expeditionary Forces will be provided with facilities for cashing their personal checks anywhere in France. Cox & Co are the official army bankers for the British Government. The plan is expected to have an important bearing upon the development of American trade abroad.

Total resources of the State banks in Alabama, according to a compilation of their statements as of March 30, are more than \$83,000,000. Total deposits, which now amount to about \$71,000,000, have increased about \$25,000,000 since June 23 of last year.

The Corporation Commission of North Carolina has just issued its quarterly summary of statements of the condition of the State banks in that Commonwealth. They now have aggregate resources of \$157,036,659, an increase of \$39,722,645 as compared with one year ago. Checking deposits which now total \$66,071,597 have increased about 30 per cent., and there have also been large gains in other deposits.

The State banks in Maryland, according to the latest statement of the Banking Department, now have aggregate resources of \$196,381,665. Checking deposits total \$86,420,249; time deposits, \$57,759,462. The banks hold Liberty bonds, war savings certificates, thrift stamps and Treasury certificates to the total of \$7,949,740. These figures are based on the individual bank reports as of March 4.

## MACHINERY, PROPOSALS AND SUPPLIES WANTED

(Continued from page 94.)

Sheller Manufacture (Peanut).—Interstate Mfg. Co., Box 348, Birmingham, Ala.—Correspondence with manufacturers, view to placing order for manufacture of small power peanut sheller; Cincinnati or Birmingham vicinity preferred.

Shovels (Steam).—"France," Box 86, North Baltimore, O.—Prices on steam shovels.

Shovel (Steam).—Dawkins Construction Corp., 602 Paul-Gale-Greenwood Bldg., Norfolk, Va.—Thew shovel. (See Mixers Concrete), etc.)

Smoke Stacks.—Standard Brick Co., Mayfield, Ky.—Data and prices on factory smoke stacks, of brick, concrete or other material.

Spillway Construction.—Little River Drainage Dist., Wm. A. O'Brien, Chief Engr., 410 Himmelberger-Harrison Bldg., Cape Girardeau, Mo.—Bids until May 6 to construct Allenville Spillway near Allenville, Mo.; 41,300 cu. yds. excavation; 2700 cu. yds. concrete; 4750 sq. yds. 12-in. concrete slope paving; 4300 sq. yds. 6-in. concrete slope paving; 2720 sq. yds. 18-in. rip-rap slope paving; 1730 cu. yds. rip-rap; plans, specifications and contract forms on file with Isham Randolph, Engr., 1827 Continental Bank Bldg., Chicago, and obtainable from Wm. A. O'Brien, Chief Engr. of Dist. Cape Girardeau.

Skidder, etc.—Roberts & Co., Wilmington, N. C.—Prices on skidder and rails, for immediate delivery; skidder 8-in.x10-in. or larger, complete with boiler; must have reversing gear; single or double drum. Describe, giving age, location, etc.; about 1 mi. light rail.

Staves, etc.—Cruz, Pereira & Guedes, Rua Do Comercio, 42, Lisbon, Portugal.—Shipment of s-s only on New Orleans oak staves and iron-arc for casks; to be first and second quality (red point; iron-arc to be of 1½x18, 1½x17, 2x16, 2½x15-in. and 2½x18.

Sugar Substitutes.—Carolina Specialty Co., 1512 Sumter St., Columbia, S. C.—Prices on sugar substitutes for confections and pastry.

Tools.—See Iron and Steel Products, etc. R. D. Arnalz.

Vault Fixtures.—S. E. Carley, Lexington County Supvrs., Lexington, S. C.—Prices on safety fixtures for courthouse vaults.

Veneer Cutting Machine.—H. L. Douglass, Morristown, Tenn.—Prices on used rotary veneer machine, in good condition, for cutting egg case stock.

Veneer Machinery.—See Barrel and Keg Machinery.—H. L. Simmons.

Water-Works Equipment and Materials.—City of Newcastle, Tex., E. Joe Van Vetterman, Mayor.—Bids until May 6 for equipment and materials for water-works, including cast-iron pipe and fittings, hydrants and valves, water-tower, pumping machinery, etc.; specifications obtainable from M. Griffin O'Neil & Sons, Engrs., Dallas, Tex.

Woodworking Machinery.—The Craig Co., Wilmington, N. C.—Prices on following: Side crank engine, 50 to 60 H. P.; lumber trimmer; light swing or railway cut-off saw; lot of 4-in. and 5-in. steam pipe; also lath machinery, planers, moulders, tenoners, dado machines, etc.

Woodworking Machinery.—See Box Shook Machinery.—Santee Mfg. Co.

## Municipal Bonds Purchased

Correspondence invited from investors wishing to sell their holdings of seasoned marketable Municipal Bonds, and from municipal officials and contractors in connection with entire new issues.

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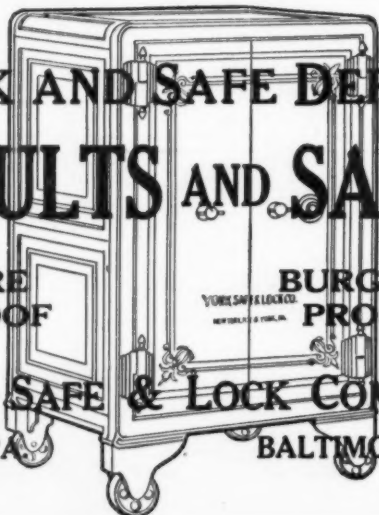
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VAULTS AND SAFES**

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**BURGLAR  
PROOF**

**YORK SAFE & LOCK COMPANY**  
YORK, PA. BALTIMORE, MD.



**RAILROAD CONSTRUCTION**

**RAILWAYS**

Ala., Mobile.—Dauphin Island Ry., which is practically an extension of the Mobile & Ohio R. R. from Alabama Port to Cedar Point, 3 1/4 mi., has been completed by Mobile & Ohio forces. J. M. Dewberry of Mobile is head of the Dauphin Island enterprise.

Ala., Sheffield.—Southern Railway has, it is reported, authorized extension of tracks in yards at Sheffield; also construction of additional yard tracks. W. H. Wells, Washington, D. C., is Ch. Engr. of Constr.

D. C., Washington.—Washington-Virginia Railway, it is reported, will extend its Mt. Vernon line to Camp Humphries. F. H. Treat, 603 Hibbs Bldg., Washington, D. C., is Prest.

N. C., Sunburst.—An extension of the Tennessee & North Carolina Railroad for several miles, beginning at Sunburst, is proposed to get out spruce timber for the Government. James G. Campbell, Newport, Tenn., is receiver.

Okla., Lawton.—Construction of a railroad

is proposed from Lawton southeastward to the Keys gas and oil fields. L. W. Gensman is chairman of the Business Men's Club committee on the enterprise.

Tex., Dayton.—Dayton-Goose Creek Railway, 25 mi. long from Dayton to Goose Creek oil fields, is completed and reported ready to freight service at once. R. S. Sterling, Houston, Tex., is Prest.

Tex., Haslam.—H. F. Bland of Center, Tex., has a contract from the W. R. Pickering Lumber Co. of Haslam to build 15 mi. of main-line railroad.

Va., Williamsburg.—Colonial Traction Corporation, capital stock \$25,000, is chartered to build a line from Williamsburg to Yorktown, Newport News, etc., about 50 mi. Wm. S. Gribble is Prest. and Laurence P. Gribble Secy., both of Williamsburg.

**STREET RAILWAYS**

N. C., Wilmington.—Construction of a street-car line to the new shipyard plant has begun. It will be more than a mile long. Hugh McTae is Prest. Consolidated Railways, Light & Power Co.

**INDUSTRIAL NEWS OF INTEREST**

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

**Removal of Chicago Office.**

The Carage Fan Co., of Kalamazoo, Mich., announces the removal of its Chicago branch to the Conway Bldg., Room 1666, West Washington St. Gardner J. Thomas is manager of the Chicago office.

**Business Opportunity.**

A business opportunity is presented in another column of this issue, an advertiser desiring to obtain a good tract of poplar timber.—In North Carolina, if possible,—and he could also use some oak timber. He also wishes to exchange a hardware business and a brick store building located in a well-known town in the southwestern part of Virginia.

**Needs Manufacturing Plants South.**

Several hydro-electric plants, developing from 100 to 1000 kilowatts and machine shops for steel pressing and can manufacturing, are wanted by Edward L. Boardman, Munsey Bldg., Washington, D. C. These plants must be in the South and the machine shops should be of sufficient size to undertake the production of metal helmets in large quantities. Prompt correspondence is invited.

**School Installs Hammond System.**

The Board of Education, Moundsville, W. Va., has awarded a contract to the Hammond Heating Co., of Cincinnati, O., to install the Hammond mechanical warm air system of heating and ventilation in the new graded school building at Moundsville. This system is designed to furnish six complete changes of air per hour in each class room, thus giving almost perfect ventilation, and its installation at this place is another evidence of the generally appreciated importance of proper ventilation in schools, as well as proper heating, that the children may be in the best physical and mental condition to the advantage of their studies. The Moundsville school building was designed by Chas. W. Bates, architect, Wheeling, W. Va.

**Page Fence Keeping Out Spies and Thieves.**

E. C. Sattley, general manager of the Page Steel & Wire Co., Adrian, Mich., and Moneysen, Pa., says that requests for installation of the Page wire-link fence of Armeo iron are coming in so fast that it is almost impossible for the engineering department of the Page Company to keep pace with them. All over the country the little "Page Protected" sign is marking in increased numbers the factories which have safeguarded themselves against damage by spies, incendiaries or petty thieves. While the installation of a protection fence around a plant appears relatively simple, including merely a certain amount of yardage to take care of a given land area, it is a fact that engineering problems of varying nature are encountered on

almost every job. It is the policy of the Page Company to have all installations made under the direction of its own skilled men.

**Signs Calling for Clean Coal.**

Co-operating with the United States Fuel Administration the Safety First Supply Co., Hartle Office Bldg., Pittsburgh, is distributing signs to be posted around coal mines, and bearing the words "Clean Coal. A Miner Loading Dirty Coal is Disloyal: Do Your Duty and Load Clean Coal." This admonition appears on the signs in English, Hungarian, Italian, Slavic and Polish, making it, it is remarked, 100 per cent efficient. As there is a bonus offered for clean coal, an increase of 20 cents per ton at the mine being allowed by the Fuel Administration over the Government price at mines where mechanical appliances and additional labor are employed to separate slate and other impurities from coal, these signs are expected to bring about highly pleasing and important results. The signs are guaranteed to be unaffected by either weather or acid fumes and to last indefinitely indoors or outdoors.

**Arthur Hough Now With Duriron Castings Company.**

The Duriron Castings Co., whose works are at Dayton, O., with New York office at 90 West St., announces that it has engaged Arthur Hough as consulting chemical engineer and that with his aid it will be in a better position to broaden its usefulness to customers. Mr. Hough has for years actively engaged in making acids and explosives of a general character and he has also devoted much time to developing special explosives and chemical compounds which are used in conducting the war, such as trinitro toluol, trinitro benzol, and ethylene glycol for the preparation of dinitro glycol, and chlorhydrin for the preparation of mustard gas. His improvements in machinery for nitrating benzol and toluol resulted in greatly increased output and safety in the large supply of explosives for the Allies in 1916. In the acid field he has made radical changes in appliances, producing higher efficiency, economy of operation and higher quality of product. Among them is the tubular nitric acid still. In the chlorination of organic compounds his efforts are said to have been equally successful.

**8000 Name Plates for Highways.**

Lake County, Indiana, recently awarded a contract to the Union Iron Products Co. of East Chicago, which is in that county, to furnish more than 8000 highway name plates for the proper direction of automobiles and other vehicles traveling on the public roads. Thousands of automobilists pass through

[Continued on page 100.]





TURNER CONSTRUCTION COMPANY  
REINFORCED CONCRETE CONSTRUCTION  
244 MADISON AVENUE  
NEW YORK

December 20, 1917.

The Barrett Company,  
New York, N. Y.

Gentlemen:  
Herewith is the new composite drawing of all the buildings we put up last year—the "Turner Concrete City" of 1916.

So far as the roofs are concerned it is also a "Barrett City," for practically every roof in sight is yours. The use of The Barrett Specification, as you know, has been practically standard practice for years with us.

On these 70 prominent buildings we dealt with 31 prominent architects or engineers, and the general use of Barrett Specification Roofs tells its own story.

It seems to me that this picture is about as good an advertisement for you as it is for us.

Yours very truly,  
J. M. Barrett

CONTRACT DESIGNER  
J. M. Barrett

### One Year's Work of One Construction Company

Company and Location	Architect or Engineer	Company and Location	Architect or Engineer
1 Carborundum Co., Niagara Falls, N.Y.	L. C. Call	36 A. Mendelson's Sons, Albany, N.Y.	Alexander Selkirk
2 Carborundum Co., Niagara Falls, N.Y.	L. C. Call	37 Daggett & Ramsdell, New York	William Higginson
11 Taylor & Crate, Buffalo, N.Y.	Hugh L. Thompson	41 Bush Terminal Co., No. 16, Brooklyn, N.Y.	P. L. Gerety
12 Scovill Gate House, Waterbury, Conn.	Hugh L. Thompson	42 Bush Terminal Co., No. 9, Brooklyn, N.Y.	Lockwood Greene & Co.
13 Scovill Bridge, Waterbury, Conn.	Hugh L. Thompson	43 W. 9th St. Term. Warehouse, Cleveland, O.	H. B. Mulliken
14 Scovill Mfg. Co., Waterbury, Conn.	Timmins & Chapman	44 Weldman Co., Cleveland, O.	William Higginson
15 Atlantic Wm. Co., Bronx, N.Y. City	Jonas & Balbon	45 Valentine & Co., Brooklyn, N.Y.	Timmins & Chapman
16 Beaman & Smith, Providence, R.I.	Wm. J. Barner	46 Vacuum Oil Co., P. H. Ex., Bayonne, N.J.	Timmins & Chapman
17 L. A. Dreyfus & Co., Roseland, N.J.	W. H. Wendall	47 Sidney Blumenthal & Co., Shelton, Conn.	John Tansley Assoc.
18 R. Warlitzer Mfg. Co., N. Tonawanda, N.Y.	Hugh L. Thompson	48 New Departure Mfg. Co., Bristol, Conn.	Timmins & Chapman
19 Scovill Mfg. Co., Waterbury, Conn.	W. F. Fontaine	49 Hudson Motor Car Co., New York City	Helmle & Corbett
20 Am. Paper Tube Co., Woonsocket, R.I.	J. G. Glover	50 American Mfg. Co., Brooklyn, N.Y.	Simon Lark, and
21 Vulcan Terminal Co., Jersey City, N.J.	Thompson, Inc.	51 Otto Higel & Co., New York City	John Tansley Assoc.
22 Bullard Mach. Tool Co., Bridgeport, Conn.	Thompson, Inc.	52 O. K. Tool Holder Co., Shelton, Conn.	clated
23 Belleville Wh' Corp., New Bedford, Mass.	C. R. Makepeace & Co.		
24 Kennedy Warehouse, New York	John R. Snooks Sons		
25 Chalmers Kutting Co., Amsterdam, N.Y.	C. R. Makepeace & Co.		

## Barrett Specification Roofs on the Latest "Concrete City"

The great Turner Construction Company has pictured in this drawing a composite view of seventy concrete buildings which they erected in 1916.

It is a representative group of modern industrial edifices, and the principal architects and engineers of America co-operated with Turner in drawing designs and specifications.

Over 90 per cent. of all these buildings are covered with Barrett Specification Roofs.

Turner's letter, reproduced above, speaks for itself. Read it.

Barrett Specification Roofs are used on most of the permanent structures of the country.

This is not to be wondered at when you consider that they

cost less per year of service than any other kind; that they are free from maintenance expense; that they take the base rate of fire insurance; and, finally, that they carry a 20-Year Surety Bond Guaranty.

To any one interested we will send free, on request, a copy of The Barrett 2-Year Specification with the necessary roofing diagrams.

The Barrett Company

New York Chicago Philadelphia Boston St. Louis  
Cleveland Cincinnati Pittsburgh Detroit Birmingham Kansas City  
Minneapolis Nashville Salt Lake City Seattle Peoria

THE BARRETT COMPANY, LIMITED

traded Toronto Winnipeg Vancouver St. John, N. B. Halifax, N. S. Sydney, N. S.

## INDUSTRIAL NEWS OF INTEREST

[Continued from page 98.]

Lake County every year, many of them being on long trips and this part of the county is criss crossed by both railroads and highways to an extreme degree, so that proper sign posts are especially required to designate the various towns, the way to them, and the distances. There are more than 1000 intersections to be marked, demanding this large number of name plates. All of the signs will be erected, it is stated, within two months and it is believed that when the job is done Lake County will be perhaps more completely equipped in this respect than almost any other county in the country. These plates are of counter-sunk pattern with a black elastic iron paint for background and aluminum faced letters counter-sunk so that they will be preserved as long as possible and also that they may be easily read at a long distance either day or night.

## New President of Worthington Pump.

Chas. P. Coleman, recently elected president of the Worthington Pump & Machinery Corporation, had been vice-president since 1916. He is a native of Baltimore where his education began, its continuation being successively at the Virginia Military Institute, the Shenandoah Valley Academy and Lehigh University, and he graduated from the latter with the degree of mechanical engineer. Then, in the service of the Lehigh Valley Railroad Co., he was successively car agent, chemist, engineer of tests, assistant to the general superintendent, and general storekeeper, leaving the railroad for two years to go with the Bethlehem Steel Co., where he was purchasing agent and assistant to the president. Later he was general purchasing agent of the Lehigh Valley Railroad with headquarters at New York. His next position was that of secretary and treasurer of the Singer Sewing Machine Co. when he had charge of the construction of the Singer Bldg. in New York City. Next he was president of the Saurer Motor Co. and after that president of the International Motor Co. In 1913 he went with the International Steam Pump Co. as vice-president and after the war began he was made one of its receivers, the company having experienced financial

difficulties because of the war conditions. In 1915 he became its sole receiver and successfully conducted its affairs until the reorganization, for which work he was complimented by the court. After the reorganization into the present Worthington Pump & Machinery Corporation he became vice-president, from which post he has now been advanced to the presidency. He is married and has two sons, both of whom are officers in the United States Army. The Worthington plants number eight in various parts of the country from Massachusetts to Wisconsin.

## Will Soon Be Milling Graphite.

The Seminole Graphite Co., Sylacauga, Ala., is putting the finishing touches on its mill and hopes to be running not later than June 1. This plant, which uses the wet process for producing graphite, will have a capacity of 750 tons of ore daily; it is located 16 miles from Sylacauga in the Coosa county graphite field. The company is waiting for the electric power company to get its transmission line extended to the mill. The equipment includes Chalmers & Williams gyratory crusher, Symons disk crusher, Chalmers & Williams rolls, Callow flotation, Portland filter and Lowden dryer, and Sprout & Waldron finishing mill. There are three 75-horsepower electric motors in the main plant and one 100-horsepower motor in the finishing mill. There is also a pumping station with 75-horsepower motor directly connected to a centrifugal pump to furnish water supply and fire protection. Ore will be mined with steam shovels, one Erie shovel being now on hand. Prest., W. R. Thompson of Jacksonville, Fla.; Vice-Prest. & Gen. Supt., J. P. Vardaman of Sylacauga; 2nd Vice-Prest., M. O. Thompson of Irvine, Ky.; Secy-Treas., H. E. Bunnell of Lexington, Ky.

## TRADE LITERATURE

## Price List of G. E. Paris.

Dated March, 1918, a price list of renewal parts and supplies for car equipments, mine locomotives and railway and mine line material has been issued by the General Electric Co., Schenectady, N. Y., this publica-

tion superseding Bulletin No. 4400-K, and this being of the same number, but lettered L. Catalog numbers and list prices are arranged in six columns to a page. In some instances no price is given, but quotations will be supplied from the company's sales office.

## A New Book on Pipe.

A useful and well-printed book, containing photographs of interest to all users of pipe, has just been published by the Central Foundry Co., 90 West St., New York City. This volume, entitled "Universal Pipe for Every Service," illustrates many of the severe and unusual services made possible by this pipe. The labor-saving features of the universal joint, and the elimination of equipment by its use, are described in detail. A copy can be secured upon request to the Central Foundry Co., in New York, or to any of its sales offices in other cities.

## Terra-Cotta Fronts, Garages, Etc.

A price list of terra-cotta store fronts and stock material has been issued by the Atlanta Terra-Cotta Co. of Atlanta, Ga., these new prices having taken effect April 1. The factory is at East Point, Ga., whence all shipments are made, and from which prices are quoted f. o. b. There is also a description of several fronts of one and two stories showing the total price of each, besides the price for a one-story garage. The Atlanta offices are in the Third National Bank Bldg., but the company also has a Southwestern office in the Praetorian Bldg., Dallas, Tex.

## "Steel Derricks and Drilling Rigs."

Five years ago the Carnegie Steel Co. issued the fourth edition of its technical pamphlet entitled "Steel Derricks and Drilling Rigs," which covers equipment used for drilling oil and gas wells. Since then there has been marked extension in deep-well drilling, which has called for heavier and more specialized equipment, principally mechanism adapted to combination drilling with cable and rotary tools. This advance is reflected in the fifth edition of this publication, which is just off the press, and copies will be sent to anyone on request. Study of this book will enlighten the reader concerning the very wide adaptation of steel in this field of work, and also regarding the great variety of equipment now employed, particularly as to heavier weights and larger dimensions.

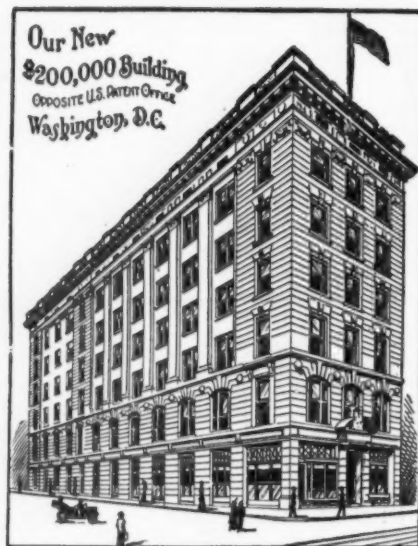
provided for specific uses. The book which is compact is finely illustrated and the press work is superior.

## Ladles for Foundries.

The Whiting Foundry Equipment Co., Harvey, Ill., considers in its Catalog No. 134 ladles for handling molten metal, some of them as large as 20,000 pounds capacity. They are used either on cranes or trucks for the greater dimensions, while the smaller ones are to be handled by men. Others are known as reservoir ladles, and are made for a particular kind of work in foundries. Numerous and complete illustrations show the different patterns of the Whiting ladles, with and without gears, to meet various requirements. There are also pictures of typical installations of these ladles, showing them employed under different conditions. The Whiting cupola is another of this company's superior foundry equipment productions, and another catalog, No. 133, presents a long list of individuals, firms and companies who use it. It is likewise illustrated. Copies of either or both catalogs will be sent free on request. The Chicago office (Harvey being a suburb) is at 1245-6 Marquette Bldg.

## To Effectively Preserve Corn Products.

Bulletin 89, devoted to the Wolf Vacuum Steam Drier, which is called "the ideal machine for drying corn products," has been issued by the Wolf Company, which manufactures it at Chambersburg, Pa. It is further stated that this drier "purifies, dries, sterilizes and gives to corn products their high natural flavors and long sanitary keeping qualities." It is built of iron and is fireproof. It may be used for drying paints, graphite, mica and clay, and it is also employed in rubber-reclaiming plants. In a letter alluding to the bulletin the company says, "We have been studying the problem of conserving in every way possible. With the excessive moisture in the corn products it is impossible to properly cure or sterilize them without the use of some machine such as we have just perfected." The drier is composed of a number of cylinders, the number depending upon the capacity wanted. Each cylinder contains a smaller one with air space between them. Steam for drying is admitted to this space, evenly heating the inner cylinder. The outer cylinder is insulated to conserve the heat. Details of operation are described.



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We have recently secured the following patents. A copy of any of these patents will be forwarded upon receipt of ten cents. Address all communications to Sales Dept., Victor J. Evans & Co., Washington, D. C.

Alois Holzhauser, Jr., snap-switches.  
Claude W. Stewart, vehicle tires.  
Leonard Thome, amusement devices.  
J. L. Cross, steering-gears.  
Geo. C. McSorley, transmission gears.  
F. MacVicar, internal-combustion engines.  
Ernesto Miro Brunet, dental model-mounters.  
Thomas F. Hagerty, street-cleaning machines.  
William P. Keichel, guards for lathe-dogs.  
Pleasant M. Westbrook, plow fasteners.  
W. H. Higgs, hitching devices for tractors.  
Chas. J. Cutler, storage lockers for motor vehicles.  
John R. Green, liquid-fuel or oil burners.  
Jefferson Speed, traps.  
Louis Stankewitz, tobacco boxes.  
O. P. Stark, extension-feeders for grain threshers or separators.  
Geo. D. Howard, bearings.  
Carl D. Kenyon, burglar-proof safes.  
F. P. Minnelli, toilet-seats.  
J. C. Morrison, luggage-carriers.  
Jesse Olson, harrows.  
I. F. Parker, wheelbarrows.  
John S. Piper, air-lift pumps.  
E. W. Braque, roof construction.  
Emmett J. Brown, air compressors.  
Wm. S. Hance, clothes-line reels.  
Charles G. Harvey, spark plugs.  
J. H. Hoefler, magazine pipes.  
J. J. Bowes, Jr., hose couplings.  
G. A. Cantolitta, electric-light supports.  
C. M. Chestnam, vehicle fenders.  
Walter C. Wallis, transportation devices.

William G. Clark, sleigh attachments for vehicles.  
T. M. Fulbright, beet harvesters.  
R. S. Bates, churns.  
Otto Schneiderreit, extension tables.  
Frank J. Brackbill, vehicle closures.  
Wm. S. Bacon, et al., washbasins.  
J. M. Stephens, T. M. (A preparation for foot-powder and chilblains.)  
Arthur M. Gregg, games.  
Robert C. Shepherd, gearing for tractors.  
Conway Slater, figure toys.  
H. C. Cooney, chair attachments.  
Frank Dobson, trench-excavating machines.  
S. Kiedder, framing tools.  
W. S. McFarren, pumps.  
G. L. F. Nuss, finger-nail ornaments.  
John Flink, airships.  
Edgar Hutchinson, aeroplane propellers.  
Richard F. Weber, aerating shields.  
Squire Bray, ornamental design for a cuff button.  
Andy Kroner, folding crates.  
D. W. Mannhart, portable engine-driving machines.  
G. C. Haley, fowl holders.  
Percy M. Sproule, train-stopping apparatus.  
Burley Pearson, platens.  
Charles A. Peterson, et al., tire-removing tools.  
J. T. Bauer, calf and cow weaners.  
C. M. Lee, collapsible crates.  
Robert E. Friedrich, flying machines.

Peter McIntosh, rail joint.  
Sydney U. Johnson, porch swings.  
Geo. Francis Browning, electric soldering irons.  
James W. Pierce, head-lamp controls.  
Albert S. Cash, track-aligning gages.  
W. S. Easterly, wheelright machines.  
Dr. Ellsworth Gamble, ether droppers.  
Charles Lee Doney, kelp harvesters.  
Geo. N. Palmer, protecting devices for toilet seats.  
John Hicks, gas burners for furnaces.  
John H. Mutchler, water-purifying devices for boilers.  
V. Pipshik, wrenches.  
John A. Macdonald, separators or amalgamators.  
A. E. May, handles for cooking utensils.  
S. F. Sosh, nut locks.  
Benjamin H. Warner, marking devices.  
John R. Tufts, locker-forming attachments for autos.  
A. Provost, match boxes.  
Charles E. Reed, tailors' measuring instruments.  
F. H. Krienitz, internal-combustion engines.  
Frank F. Lewandowski, baking pans.  
N. Lewellyn, acetylene miners' lamps.  
M. Cummins, signal apparatus for vehicles.  
Carl H. A. Balde, safety burglar-alarm locks for windows.  
K. and A. McKinnon, traffic signals.  
E. J. Dugan and J. P. Pante, reversing mechanism for internal-combustion engines.

Edw. Killebrew, headlight dimmers.  
Geo. T. Kennedy, air compressors.  
Sava Nicola, automobile locks.  
Michael Ihnat, fenders.  
F. Stolzenburg, tunneling machines.  
John H. Teague, permutation locks.  
W. P. Rodecker, hoisting machinery.  
Paul Shying, fire flails.  
J. F. Shields, lamp-guard clamps.  
Lloyd David Shannon, robe rollers.  
Henry T. Scott, elevator safety devices.  
Dr. W. R. Wilson, machines for grinding lenses.  
Walter Kollonienl, barn-door locks.  
Abraham K a p l a n, street-sweeping machines.  
Wm. Lee Scott, rain shields for automobiles.  
H. S. Nelson, ash pans.  
C. A. Wiedemann, steering-wheel locks.  
Orville Wentz, tank gages.  
Ole N. Thune, nail-holding and floor-setting devices.  
G. T. Sundhelm, lawn-trimmers.  
Albert Dupuis, rotary engines.  
John C. Nichols, horse-collar constructions.  
H. W. Collins, hat fasteners.  
J. Davidson, Electric car-brakes.  
William J. Callihan, combination force and pitcher pumps.  
J. A. Dennis, screens.  
John M. Torsich, electric switches.  
E. L. Smith, freight-car grain doors.  
Mrs. Aletha A. Hesse, glass protectors.  
G. Marx, electric-light fixtures.



# Classified Opportunities

## INCORPORATING COMPANIES

**DELAWARE CHARTERS.**  
Stock Without Par Value.  
Directors Need Not Be Stockholders.  
Other important amendments (March 20, 1917).  
Write for new DIGEST (4th ed.)  
CORPORATION COMPANY OF DELAWARE  
Equitable Building, Wilmington, Delaware.

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**EXPERIMENTAL** work in vacuum drying. Why not try it for your products? Write for information. Frederick J. Maywald, Consulting Chemist, 89 Pine St., New York.

## LOCATION WANTED

**WANTED**—Factory site along railroad in Pennsylvania for manufacturing boilers, tanks and smokestacks. Correspondence solicited from chambers of commerce. Address No. 5090, care Manufacturers Record.

## FACTORY SITES

**BALTIMORE FACTORY AND TERMINAL SITES.**—Statement of Asa G. Candler, President The Coca-Cola Co.: "Investigation convinced us that Baltimore is not only the commercial metropolis for Southern trade, but that it affords shipping opportunities both by water and rail for domestic and foreign traffic superior to any of the great cities in any section of the United States." Locate in Baltimore and derive these advantages. We can provide accommodations to meet your requirements.

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**FACTORY AND TERMINAL SITES**  
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Wm. B. Martien & Co.  
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### CLEANING PLANT

**FOR SALE**—Incorporated cleaning plant in best cleaning district in Pa. Owners have other business. Will sell for spring season. Adv. will appear but once. Address No. 5068, care Manufacturers Record, Balto., Md.

### WOODWORKING PLANT

**FOR SALE**—TO SETTLE AN ESTATE.—Sash, door and blind manufacturing plant, with planing mill and lumber yard, at Sayre, Pa. A fine location for manufacturing purposes. Property located on the L. V. R. R. Switch. Accessible to Erie and D. L. & W. lines. For particulars write W. K. Hart, Executor, Sayre, Pa.

**THE THIEF RIVER FALLS Manufacturing Company's** plant, consisting of four lots joining Great Northern right of way. Shop 2-story ironclad building. Complete machinery. For sale through the undersigned. Ole C. Morben, Receiver, Thief River Falls, Minn.

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**FOR SALE**—Large planing mill and retail lumber yard, on railroad, complete machinery, and doing \$225,000 annual business. Good, responsible customers. Owner wishes to retire on account of ill-health. P. O. Box 596, Buffalo, N. Y.

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**FOR SALE**—Plumbing and sheet metal shop, well equipped. Offered more work than could do all winter. Great sacrifice for quick sale. Address Box 813, Laurel, Miss.

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**MANUFACTURING PLANT.**—Substantial brick buildings, ideally located. Approximately 45,000 square feet floor space. Private switch. Will sacrifice for quick sale. The Clifton Pratt Co., Cincinnati, Ohio.

### FOUNDRY AND MACHINE SHOP

**FOR SALE**—Up-to-date foundry and machine works in good district. Plenty of business. Reason for selling, other business requires owner's attention. Address Box 325, Lakeland, Fla.

### COTTON MILL

**SPLENDID SOUTHERN COTTON SPINNING MILL FOR SALE.**—Notwithstanding we have the most profitable orders we ever had booked, and are and have been making excessive profits, for personal reasons only we are willing to sell our mill property, consisting of some twenty acres, two substantial brick factory construction buildings containing nearly 20,000 modern spindles running on high-grade yarns, competing against best Eastern yarns. Buildings and machinery up to date and in first-class order. Ample land for buildings for enlargement or for knitting or weaving machinery if prefer to put present product into knitted or woven fabric. Owners wish to retire, as their trained and intended successor has gone to serve his country. Mill can be seen in full operation. For further particulars apply to No. 5983, care Manufacturers Record, Balto., Md.

### MACHINE SHOP

**FOR SALE**—Reason, death of owner. 1 1/2 HP Becker-Brainard Universal milling machine; 1 Shumaker-Boye engine lathe, 2 1/2 ft., change gears, steady rest; 1 3/8-in. drill press, with coping attachment complete; tools, engines, cupolas and other things. Excellent location for continuance of business, with well-established trade. Mrs. Minnie B. Morel, Admrx., Franklin, Va.

## AGENCIES WANTED

**WANTED**—Well advertised lines of heavy hardware to carry to the jobbing trade in Southern territory. Can furnish best of reference. Address No. 5067, care of Manufacturers Record, Baltimore, Md.

## SITUATIONS WANTED

**SALES ENGINEER.**—Member American Society Refrigerating Engineers, thoroughly familiar with Corliss engines, power plants, refrigerating plants, oil engines. A man with unbounded energy and enthusiasm, splendid health and vigor, now holding responsible position, desires to make a change. Can handle both men and machinery to get results. Willing to go anywhere. Would prefer connection, if possible, where services would be of some value, directly or indirectly, to our country in this time of trouble. Give full information and name time and place for personal conference in first letter. Address No. 5096, care Manufacturers Record, Balto., Md.

**WANTED**—Position as Engineer-Supt. Construction; college graduate; 12 years' practical experience engineering and contracting work, railroad, municipal highway and drainage; present employed, but must have change from present location; prefer Canada or Western country; can furnish A No. 1 reference to ability and character; married; 37 years old. Address No. 9002, care Manufacturers Record, Balto., Md.

**ELECTRICIAN,** experienced in A. C. and D. C. construction and maintenance. Familiar with turbines and stationary engines, also telephone systems. J. B. Northrop, Fort Smith, Ark.

**OWING** to Government's abolition of railroad offices, two general agents, with 20 years' experience soliciting in Pittsburgh territory, desire to represent reliable manufacturers. References guaranteed. Address Agents, 1017 Bessemer Bldg., Pittsburgh, Pa.

**EXPERIENCED CONCRETE CONSTRUCTION MAN** desires position with company building CONCRETE SHIPS. Address Contractor, P. O. Box 685, Shreveport, La.

## MEN WANTED

**IF ACTUALLY QUALIFIED** for salary between \$2500 and \$35,000, communicate with undersigned, who will negotiate strictly confidential preliminaries for such positions; executive, administrative, technical, professional; all lines. Not an employment agency; undersigned acts in direct confidential capacity, not jeopardizing present connections. Established 1910. Send name and address only for explanatory details. R. W. Bixby, 1364-66 Niagara Street, Buffalo, N. Y.

**SALES ENGINEERS**—A leading manufacturing concern has several openings for men who can sell power-plant and engineering equipment, engines, pumps, air compressors, condensers, etc. An opportunity for men of character and ability. Must be draft exempt or in class four. Give full details, age, education, experience, reference and salary. Address No. 5066, care Manufacturers Record.

## MEN WANTED

**WANTED SALESMEN TO SELL TO EVERY CLASS OF BUSINESS.** Line paper, bags, sacks, wrapping, toilet papers, twine, building paper, roofing; so extensive one large town or one county is enough territory. We manufacture folding and suit boxes, ice-cream, oyster pails. We allow freight. New York has best shipping facilities. Commissions paid weekly for goods shipped previous week. One of the largest, oldest paper houses in America. Established 1859. Give references; reply Dept. M, Shuttleworth, Kellier & Co., 468-478 West Broadway, New York City.

**WANTED**—Men who visit power plants to introduce lubricant. No samples to carry; profits large and an assured income. Get permission to ship small sample order and lubricant will sell itself thereafter. Address No. 6004, care Manufacturers Record.

## BOATS FOR SALE

**POWER BOAT** (practically good as new) **FOR SALE.** 72 ft. long, 17 1/2 ft. beam, Charles White Gasoline Engine, 60 horsepower; both Boat and Engine built strong for hard service. May be seen at Hampton, Va. Address No. 5089, care of Manufacturers Record, Baltimore, Md.

**SCHOONER FOR SALE**—98 ft. keel, 22 ft. beam, 5 1/2 ft. draught. Also one 12x14 Sutton marine engine. W. P. Kavanaugh, Bay City, Mich.

## MACHINERY AND SUPPLIES

**FOR SALE**—1 15x20 Atlas Side Crank Engine; perfect condition; complete without foundation bolts, \$350. 1 1/2 H. P. Steam Turbine, \$50. 1 1/2 H. P. upright Engine, \$50. 1 24-in. Mason Steam Trap, \$70. 2 6x10-ft., 12-inch wheels. Transfer Cars for dry kilns trucks, \$25 each. Price f. o. b. cars here. H. L. Beck, Lexington, N. C.

**ELECTRIC PLANT FOR SALE**—10 H. P. Fairbanks-Morse engine and 5 K. W. D. C., 125-volt generator; pulleys, belts, tanks and fittings; capable of pulling two picture machines; all in good condition; \$450. Preston G. Bowen, Colony, Kan.

# To Our Advertisers

## We Ask Your Co-operation

Owing to the labor shortage and the uncertainty of the mails at this time, we ask your co-operation in sending in advertising copy and cuts. It is our aim to give you the best service possible—submitting proofs and making changes whenever requested—but due to the unusual conditions to-day, it is necessary for us to strictly observe the following "Closing-down Dates."

When proofs of advertisements are required, copy and cuts must be in our hands two weeks in advance of date of publication and approved proof back one week in advance at the latest.

When proofs of advertisements are not required, copy and cuts must be in our hands one week in advance of date of publication.

Advertisers are requested to observe the necessity of having copy in our hands in ample time as stated above, to the end that advertisements may always receive proper classifications and be inserted in the issue for which they are intended.

MANUFACTURERS RECORD,  
BALTIMORE, MD.

Published Every Thursday

# PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS

More Southern Proposal Advertising Is Printed In The Manufacturers Record Than In Any Other Paper

Bids close May 20, 1918.

**PROPOSALS FOR DYNAMITE, STEEL**  
Cable, Cornice, Brake, Anchors, Turnbuckles, Bolts, Screws, Hinges, Copper Tubing, Hose Clamps, Manila Rope, Vulcanizing Material, Boiler Lagging, Pipe Covering, Dampers, Coal Baskets, Twine, Wooden Handles, Memorandum Books, Blueprint Paper, Rosin-sized Paper and Roll Asbestos Paper. Sealed proposals will be received at the office of the General Purchasing Officer, The Panama Canal, Washington, D. C., until 10:30 o'clock A. M. May 20, 1918, at which time they will be opened in public, for furnishing the above-mentioned articles. Blanks and information relating to this circular (1217) may be obtained from this office or the offices of the Assistant Purchasing Agents, 24 State Street, New York City; 606 Common Street, New Orleans, La., and Fort Mason, San Francisco, Cal.; also from the United States Engineer Offices in the principal cities throughout the United States. A. L. FLINT, General Purchasing Officer.

Bids close May 10, 1918.

**PROPOSALS FOR DYNAMITE, OIL-BURN-**  
ing Ranges and Equipment, Mule Shoes, Nuts, Cotter's, Washers, Door Hardware, Screw Eyes, Raps, Nozzles, Tacks, Wire Brushes, Paint Pots, Oil Cans, Sprinkling Cans, Oil and Grease Guns, Ignition Cable, Shackles, Sinks, Saddle Covers, Celluloid or Flexible Glass, Asbestos Cloth and Gaskets, Leather Belting, Chair Seats, Harness Soap, Tie Plugs and Roofing Paper. Sealed proposals will be received at the office of the General Purchasing Officer, The Panama Canal, Washington, D. C., until 10:30 o'clock A. M. May 10, 1918, at which time they will be opened in public for furnishing the above-mentioned articles. Blanks and information relating to this circular (1216) may be obtained from this office or the offices of the assistant purchasing agents, 24 State Street, New York City; 606 Common Street, New Orleans, La., and Fort Mason, San Francisco, Cal.; also from the United States Engineer Offices in the principal cities throughout the United States. A. L. FLINT, General Purchasing Officer.

Bids close May 27, 1918.

**TREASURY DEPARTMENT, Supervising**  
Architect's Office, Washington, D. C., April 27, 1918. Proposals will be opened in this office at 3 P. M. May 27, 1918, for the construction, complete, of five additional buildings and repairing the attendants' quarters at the United States Quarantine Station, Beverly Island, Del. Drawings and specifications may be obtained from the custodian at the station, or at this office, in the discretion of the Supervising Architect, JAS. A. WETMORE, Acting Supervising Architect.

Bids close May 13, 1918.

## \$18,000 5% Bonds

City of Quincy, Florida, offers for sale to the highest and best bidder for cash, serial bonds of said city in the sum of eighteen thousand dollars, payable May 1, A. D. 1936, bearing interest at rate of 5% per annum, said interest payable semi-annually on the first day of May and the first day of November of each year; bonds to be in the denomination of \$500, two of which, to be determined by the City Council of said city by lot, shall be retired on the 15th day of May of each and every year after the year A. D. 1918.

Sealed bids for the purchase of said bonds will be received at the office of City Clerk of the City of Quincy, Florida, until 11 o'clock A. M. May 13, 1918, and each bid must be accompanied by a certified check for 10 per cent. of the par value of the bonds bid for, as evidence of good faith of the bidder, and to pay all damages the said City of Quincy may sustain on account of the non-compliance of the bidder with the terms of his said bid. The City of Quincy reserves the right to reject any and all bids, and no bid will be accepted for less than the par value of said bonds.

**CITY OF QUINCY.**  
By W. E. SHELTER,  
President City Council.

J. P. SMITH,  
City Clerk.

Bids close May 7, 1918.

## \$40,000 6% Bonds

The Board of Commissioners of Wake County, State of North Carolina, will, on the 7th day of May, 1918, at 12 o'clock M., at the office of said Commissioners in Wake County Court House, Raleigh, N. C., open bids for the purchase of Forty Thousand (\$40,000) Dollars in thirty-year 6 per cent. coupon bonds, the said bonds to be known as the Garner Road District Bonds, issued for the purpose of constructing, altering or improving a road traversing said road district, said bonds to be issued by the County Commissioners of Wake County under the provisions of Section 48, Chapter 284, North Carolina Public Laws of 1917. All bids must be accompanied by certified check, properly vouchered for by a Raleigh bank, for not less than 2 per cent. of the amount of the issue.

By order of the Board of Commissioners of Wake County, this 3d day of April, 1918.  
ARCH. J. WOOD,  
Clerk to Board of County Commissioners.  
J. W. BUNN,  
County Attorney.

## PROPOSAL ADVERTISING INFORMATION

RATE: 25 cents per line per insertion.

PUBLICATION DAY: Thursday.

FORMS CLOSE 5 P. M. Tuesday. Copy received later cannot be published until issue of following week.

DAY LETTER: When too late to send copy by mail to reach us by 5 P. M. Tuesday, forward by day letter.

### THE DAILY BULLETIN OF THE MANUFACTURERS RECORD:

Published every business day: gives information about the industrial, commercial and financial activities of the South and Southwest.

The Daily Bulletin can be used to advantage when copy cannot reach us in time for publication in the Manufacturers Record before bids are to be opened, or when daily publications are necessary to meet legal requirements.

The same rate applies—25 cents per line per insertion.

Bids close May 24, 1918.

## Road Improvements

Jonesboro, Arkansas.  
Sealed bids for the improvement of certain roads in Lake City, Nettleton and Bay Road Improvement District No. 1, Craighead County, Arkansas, will be received by the Board of Commissioners of said District at the office of the Secretary, Gregg Building, Jonesboro, Arkansas, until 2 P. M. May 24, 1918, at which time and place they will be publicly opened and read.

The work proposed consists of the grading and paving of approximately 24.66 miles of roads with broken stone paving (macadam) with bituminous surface treatment, together with the construction of the necessary drainage culverts and steel stringer bridges.

The principal quantities are approximately as follows:  
Excavation, 167,000 cubic yards; pavement, 249,755 square yards; asphaltic oil, 189,750 gallons; concrete culverts and bridge abutments, 1149 cubic yards; steel I-beams, 101,640 pounds.

Plans and specifications are on file at the office of the State Highway Department, Little Rock, Arkansas; at the office of the County Clerk of Craighead County, Jonesboro, Arkansas, and may be examined at the Jonesboro office of the Engineers, Klyce & Kackley, Berger Building, or a copy may be obtained from the Engineers upon receipt of a deposit of \$15, of which amount \$10 will be refunded when the plans and specifications are returned in good order. If further information is desired, address the Engineers.

The right is reserved to reject any or all proposals and to waive informalities. The contractors will be paid cash on monthly estimates amounting to 85 per cent. of the work done.

All proposals or bids must be accompanied by a certified check drawn on a responsible bank or trust company and made payable to H. M. Johnson, treasurer, for a sum not less than \$15,000, except for those bidding on furnishing asphaltic oil only the check must be \$1000. The successful bidder will be required to furnish a performance bond in the sum of 50 per cent. of the contract price.

Bids received subject to approval of project by Government and sale of bonds.

E. E. RANDOLPH,  
Secretary Board of Commissioners.  
Klyce & Kackley, Engineers, 505 Fourth & First National Bank Building, Nashville, Tennessee.  
March, 1918.

Bids close May 6, 1918.

## Sand Clay Highway

Kosciusko, Miss.  
Bids will be received by the Highway Commissioners of Road District No. 1 of Supervisors' District No. 2, Attala County, Miss., until 11 A. M. May 6, 1918, at Chancery Clerk's office, for the construction of approximately twenty (20) miles of sand-clay highway. Each bid must be accompanied by certified check for \$1000. Bids will also be received for furnishing all necessary culvert pipe to be used in construction of highways. The right to reject any and all bids is reserved.

M. D. SMITH, Engineer.  
J. R. HAND,  
Pres. Board Supervisors.  
B. W. JORDON,  
Chancery Clerk.

Highway Commission:  
C. C. FANCHER, Chairman;  
CLAY TAYLOR, Secy.;  
JNO. CROSBY.

Bids close May 7, 1918.

## Street Improvements

Sealed proposals will be received at the office of the undersigned in the City Hall at Florence, Ala., until 12 o'clock noon, May 7, 1918, for certain paving, curbing, sidewalks and grading on Court and Water streets. The right is reserved to reject any or all bids. Bids must be made upon blanks provided by the City Engineer, which will be furnished bidders upon deposit of \$5.

R. E. MEADE, City Engineer.

Bids close May 7, 1918.

## Road Construction

Sealed proposals will be received by the County Court of Tucker County at the office of the Clerk thereof at Parsons, W. Va., until noon May 7, 1918, for the construction of a section of the Parsons-Hendricks road near Hambleton. Plans, specifications and estimates may be seen and proposal forms obtained at the above office or at the office of the Division Engineer, State Road Commission, Piedmont, W. Va. Each bid must be accompanied by a certified check, payable to Tucker County, for five per cent. of the amount of the bid. The Court reserves the right to reject any or all bids.

H. F. COLEBANK, Clerk.

Bids close May 7, 1918.

## Bridge

Lake Worth, Fla.  
Sealed bids will be received by the Board of County Commissioners of Palm Beach County, Florida, at the Clerk's office at West Palm Beach, Florida, up to 12 o'clock noon Tuesday, May 7, 1918, for the construction complete of a bridge across Lake Worth at Lake Worth, Fla., said bridge to consist of a 150-ft. steel swing draw, or a Scherzer rolling-lift steel span, with clear opening of 60 ft. All according to plans and specifications for said work on file in the office of the County Engineer, West Palm Beach, Florida.

Each bid must be accompanied with a certified check, payable to the Board of County Commissioners, in an amount equal to 2 per cent. of amount of bid as a guarantee that the bidder will, if awarded the contract, enter into contract promptly for said work and complete the same within the time limit named in his contract.

Each bidder will state when he will be ready to commence said work and the time required by him to complete the same.

Plans and specifications will be forwarded to any address on receipt of request made to R. P. Goodman, County Engineer, accompanied by remittance of \$15, which remittance is to be refunded on the return of said plans and specifications to the Board of County Commissioners.

The Board reserves the right to reject any or all bids.

By order of the Board of County Commissioners.

L. TREVETTE LOCKWOOD,  
Chairman.  
GEO. O. BUTLER,  
Clerk.

(Seal County Commissioners.)

Bids close May 7, 1918.

## Bridge Construction

Sealed proposals will be received by the County Court of Tucker County at the office of the Clerk thereof at Parsons, W. Va., until noon May 7, 1918, for the construction of a 54-ft. span steel girder bridge over Roaring Run between Parsons and Hambleton. Girders to be furnished by the county. Plans and specifications may be seen and proposal forms obtained at the office of the Bridge Engineer, State Road Commission, Morgantown, W. Va., or at the office of Division Engineer, Piedmont, W. Va., or at the office of the Clerk of the County Court of said county.

Each bid must be accompanied by a certified check, payable to Tucker County, for five per cent. of the amount of the bid. The Court reserves the right to reject any or all bids.

H. F. COLEBANK, Clerk.

## Excavation Contract To Let

Contract 2 or 3 years' excavation for drag-line scraper, 2½-yd. bucket; good price paid for excavation; machine can be unloaded right at the work. Work ready to start now. Address

COLLINSVILLE COAL CO.,  
General Delivery, Tulsa, Okla.

Bids close May 15, 1918.

## Water-Works System

The Town Council of Brooksville, Florida, invites bids for the construction of a municipal water-works system in said town. Bids will be opened at 8 o'clock P. M. on May 15, 1918, at the Town Hall. The Town Council reserves the right to reject any or all bids. Full details may be had by application to W. M. Russell, Town Clerk, Brooksville, Fla.

Bids close May 9, 1918.

## Drainage Contract

The undersigned will receive sealed bids until noon May 9, 1918, for contract to clear right-of-way 100 feet wide and dig drainage canal 7.3 miles long; also, for clearing right-of-way for lateral, same width and 800 feet long, and excavating same. A total of about 124,500 cubic yards of earth to be removed. Sizes of both main canal and lateral: Top width, 16 feet; average depth, 7 feet; bottom width, 9 feet. All in Madison County, Tennessee.

Maps and profiles can be seen and further data obtained on application. Address A. W. Stovall, Chairman, Jackson, Tennessee.

Bids close May 9, 1918.

## Levees and Ditches

Blytheville, Ark.  
Bids will be received by the Board of Directors of Drainage District No. 17, Mississippi County, Arkansas, on May 9, 1918, at 1 P. M.

The work consists of both levees and ditches, and is divided into a number of contracts. Total estimated cost of earth-work approximately \$1,250,000. A certified check or proposal bond for \$1000 will be required for each contract for which bid is submitted, or a certified check or bond for \$5000 for bidding on any or all contracts.

Maps, profiles and specifications will be ready for mailing April 15, and can be had from Priddy & Fairley, Engineers, Blytheville, Arkansas, upon receipt of \$2.50.

J. L. RUSSELL,  
Secretary.

Bids close May 7, 1918.

## Enlargement of Filter Plant

Fort Worth, Tex.  
Sealed proposals will be received by the Mayor and Board of Commissioners of the City of Fort Worth, Tex., until 9 o'clock Tuesday, May 7, 1918, for the construction of preliminary treatment works at the water filtration plant in Fort Worth, Tex.

The work covers the construction of preliminary treatment works for a rapid sand filtration plant having a capacity of 10,000,000 gallons per 24 hours, and consists mainly of the construction of a chemical house, aeration basin, mixing chamber and two sedimentation basins, each having a capacity of 1,250,000 gallons; and of the laying of certain new pipes, sewers, conduits, etc.

Plans and specifications may be obtained from F. J. Von Zuben, City Engineer, City Hall, Fort Worth, Tex., and also from the office of John H. Gregory, Consulting and Designing Engineer, 120 Broadway, New York City. A charge of \$25 will be made for each set of plans and specifications, which amount will be refunded upon the return of the plans and specifications in good condition.

Each bid must be accompanied by a certified check on a Fort Worth bank for \$5000; and the successful bidder will be required to furnish a surety company bond of \$25,000.

J. C. LORD,  
Commissioner of Water-Works.

Bids close May 7, 1918.

## Physics-Engineering Building

Sealed proposals will be received at the University of North Carolina by Edward K. Graham, President, Chapel Hill, N. C., until two o'clock P. M. on the 7th day of May, 1918, for the construction of the Physics-Engineering Building, according to the drawings and specifications prepared by Charles C. Hook, Architect, Charlotte, N. C.

The right is reserved to reject any and all proposals. A certified check and satisfactory surety bond will be required. Certified check in the sum of one thousand dollars as a guarantee that if awarded the contract the successful contractor will deliver to the President of the University a surety bond for three-fourths the amount of the contract within ten days from date of award or forfeit the check.

Drawings and specifications are on file at the office of the President of the University, Chapel Hill, N. C., and at the office of the Architect, Charles C. Hook, Charlotte, N. C.

Proposals must be approved by the State Building Commission before an award of contract can be made.

Contractors must deposit with the architect a check in the sum of fifteen dollars as a guarantee that if drawings and specifications are delivered, that a proposal will be submitted, or forfeit check. All checks to be returned to contractors submitting proposals.

UNIVERSITY OF NORTH CAROLINA.



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